The Bombay Gazette.

No. 7,170.—New Series. BOMBAY :—FRIDAY, MARCH 5, 1869. Annual Subscription in Advance.....Rupees Fifty-two.

THE BOMBAY GAZETTE.

TERM OF SUBSCRIPTION.

For year in advance delivered in Town	Rs. 52 0
including postage	„ 72 0
For half-year in advance, delivered in Town	„ 28 0
including postage	„ 38 0
For three months' advance, delivered in Town	„ 16 0
including postage	„ 21 0
For one month, delivered in Town	„ 6 0
including postage	„ 7 12
Single Copy for Cash	„ 0 4
Back Numbers	„ 0 8

TERMS FOR ADVERTISEMENTS.

Ten lines and under	
First insertion	Rs. 5 0
Second Ditto	„ 2 8
Third Ditto	„ 2 8
Fourth and succeeding insertions	„ 0 2 As. per line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	7 As. per line.
Second Ditto	4 „ „
Third and succeeding	2 „ „
In the Native languages, double the above.	

Domestic Occurrences. Each—Rupee 1.

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, & CALCUTTA.

THE British India Steam Navigation Company (Limited), under contract with Government, despatch steamers as above with mails, passengers, and cargo, every fourteen days.

The steam-ship "Sattara," 1,237 tons, 250 H. P., Commander C. Beyts, will be despatched on Tuesday, the 16th March, at noon.

	March.		March.
Leave Bombay	16	Leave Galle	24
„ Ratnagherry	17	„ Negapatam	26
„ Vingorla	17	„ Pondicherry	27
„ Carwar	18	„ Madras	29
„ Mangalore	19	„ Coconada	31
„ Cannanore	20		April
„ Calicut	20	„ Vizagapatam	1
„ Beypore	20	„ Bimlipatam	1
„ Cochin	21	„ Gopalpore	2
„ Tuticorin	22	„ False Point	3
„ Colombo	23	Arrive Calcutta	4

This route is the most expeditious and economical for passengers for the Neilgherrie district, Bangalore and Madras, who can land at Calicut for Beypore, and proceed from thence by rail.

Passengers for Calcutta can take the same route, picking up the steamer at Madras.

N. B.—Until further notice the steamers from Bombay and Calcutta will call at Ratnagherry and Vingorla monthly on the dates above given.

No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

(Interchanging cargo and passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.)

THE British India Steam Navigation Company (Limited), under mail contract with Government, will despatch a steamer every 14 days to the Persian Gulf, touching at Kurrachee, Guadur, Muscat, Bunder Abbas, Linga, Bushire, Fao, and Bussorah.

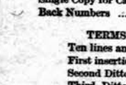
Up.	Mar.	Mar.	Down.	Mar.	Apl.
Leave Bombay	8	22	Leave Bussorah	25	9
„ Kurrachee	12	26	„ Fao	26	9
„ Guadur	13	27	„ Bushire	29	11
„ Muscat	16	30	„ Linga	30	13
	April			April	
„ Bunder Abbas	18	1	„ Bunder Abbas	1	15
„ Linga	19	2	„ Muscat	3	17
„ Bushire	22	5	„ Guadur	5	19
„ Fao	23	6	„ Kurrachee	7	21
Arrive Bussorah	24	7	Arrive Bombay	10	24

The steam-ship "Abyssinia," 1,129 tons, 200 H. P., Commander J. Templeton, will be despatched on Monday, the 8th March, at noon.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

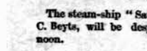


THE British India Steam Navigation Company (Limited), under mail contract with Government, and in connection with the weekly service from England, despatch a steamer to Kurrachee every MONDAY at noon.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

BROACH, GOGO, AND BHOWNUGGUR FERRY.



STEAM FERRY (under Contract with Government) [illegible] Gogo, and Bhownuggur.

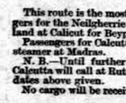
Fares from Broach.	To Gogo.	To Bhownuggur.
First Class	Rs. 5 0	Rs. 7 0
Second Class	„ 3 8	„ 4 0
Deck	„ 1 8	„ 2 0
Horses	„ 4 0	„ 5 0
Carriages	„ 4 0	„ 6 0

Further particulars can be learnt on application to the undermentioned Agents :—

FURDOONJEE JEEWANJEE, at Broach.
RUTHLAL PERMANANDASS, Gogo.
PURBHASHUNKER GOWREESHUNKER, Bhownuggur, or to the undersigned at Bombay,

J. A. SHEPHERD.

Church Street, Bombay, 12th January 1869.



THE well known first class Steamer "Phlox," Baker, Commander, will leave Bombay for the under noted places every Tuesday, taking Goods and Passengers, starting from the Apollo Bunder at 4 P.M., viz :—

Hurnee.	Jeytapoor.	Vingoria.
Unjunwell.	Malwan.	Goa.
Rutnagherry.		

For Freight or Passage apply to Nusserwanjee Kersasjee, Manager, Bazaar Gate Street, and for Charter, to J. Dixon, Rampart Row.

FREIGHT AND PASSAGE DIRECT TO LIVERPOOL.

THE magnificent and commodious S. S. "American," 1,900 tons, Captain Baker, having part of her cargo engaged, will sail in all this month.

The "American" is well fitted for carrying passengers, the saloon being extensive and the staterooms well and comfortably fitted, roomy, and airy, and passengers may rely on receiving every care and attention, with a table liberally supplied.

The vessel carries a duly qualified and experienced Surgeon.

For freight and passage apply to

Bombay, 1st March 1869. G. F. PIM & Co., Agents.

WEEKLY COMMUNICATION WITH ENGLAND.

On Saturday, the 6th March, at 3 P.M., from Mazagon.

THE P. & O. Co.'s S. S. "Golconda," (1,909 tons, and 400 H. P.), Captain C. I. Wilkinson, will leave for Suez as above, carrying H. M.'s Mails, also passengers and cargo for that port, Marseilles, Southampton, &c.

Cargo can also be booked through to Trieste, Venice, Genoa, Barcelona and Havre, Liverpool, or London.

No cargo can be received on board after sunset on the day previous to sailing.

Parcels will be received at this office until 11 A.M. on Friday, the 5th proximo.

Passengers are requested to send their heavy baggage to Mazagon before 10 A.M. on the day of the steamer's departure, in order that it may be weighed and labelled previous to shipment.

A small steamer will leave Mazagon Bunder for the convenience of passengers at 3 P.M., precisely, on the day of sailing.

G. F. HENRY, Superintendent.

P. & O. S. N. Co.'s Office, Rampart Row, Bombay, 27th February 1869.

FOR LONDON.

(With prompt despatch.)

THE fine A 1 Ship "Lady McDonald," 632 tons register, Captain Kennedy, having the greater portion of her cargo already engaged. For freight apply to

SIR CHARLES FORBES & Co., Agents.

FOR ENGLAND VIA HAVRE.

(To sail about end of March.)

THE new A 1 Iron Clipper Ship "Tasmania," 1,300 tons register, W. Bartlett, R. N. R., commander. This ship has excellent accommodation for first class passengers, and will be despatched as above. For further particulars apply on board to Captain Bartlett, or to W. NICOL & Co.,

Bombay, 8th February 1869. Agents.

NOTICE to PASSENGERS, &c.—The Steam Yacht "Reform" will leave the Apollo Bunder every Saturday afternoon, until further notice, at quarter past 4 for the conveyance of Passengers and others to and from the outgoing P. & O. Mail Steamer, returning from the latter at 5 P.M.

Fare.—One Rupee each way. No heavy Luggage can be carried.

NOTICE—Consignees of cargo per ship "Medway," arrived from London, are requested to despatch boats at once to take delivery, otherwise the same will be landed by the Captain at the risk and expense of the concerned.

W. NICOL & Co.,
Agents of ship "Medway."

Bombay, 2nd March 1869.

NOTICE.—Consignees of cargo per ship "Fleur de Lis," from Liverpool, are requested to send off boats alongside immediately for their respective goods as they come to hand, failing which they will be landed by the Captain at the risk and expense of the concerned.

Captain Thompson will not be responsible for the contents or condition of any package after it leaves the ship's deck.

REMINGTON & Co.,
1st March 1869. Agents for the ship "Fleur de Lis."

NOTICES.

P. GRANT and SON,
SADDLERS and HARNESS MAKERS.
No. 1 Meadow Street, Fort, Bombay.

LINDLEY and WARREN.
PHOTOGRAPHERS AND MINIATURE PAINTERS.
Apollo Street.

STUDIO OPEN DAILY from 10 till 4.

Cartes de Visite	Rs. 12 per dozen.
Vignettes, Groups and Diamond Cameos	„ 15 „
Postage Stamps	„ 5 „
Cabinet Portraits	„ 24 „
Large Groups and Portraits	„ 4 each.

Miniatures and Portraits on Ivory of exquisite finish, and Photographs of every description Tinted and Painted at the shortest notice. Specimens always on view.

The Album of Architecture for Goozerat is now on sale. 20 Photos 12 by 10 each, with Ground Plans and Letter Press by T. C. Hope, Esq., C.S. Price Rs. 50.

Portrait and View Albums always on sale.

SHIPPING.

OVERLAND FREIGHT ROUTE.

STEAM TO LIVERPOOL, LONDON, TRIESTE, MARSEILLES, BRINDISI, VENICE, GENOA, BARCELONA, HAVRE, ADEN, AND SUEZ.

THE Bombay and Bengal Steam Ship Company, under arrangements with other first class lines of Steamers from Alexandria, undertake to give through Bills of Lading for Goods via Egypt to the above and most other Continental Ports.

A limited number of passengers can be accommodated.

Rates of Fare.

To Suez—1st class £45, 2nd class £25.
To Trieste—1st class £64 10s., 2nd class £37 5s. } Exclusive of Wines.
Through to Liverpool, 1st class, £67 ; 2nd class, £45.

Steamers will leave Bombay on every alternate Wednesday commencing on 10th March.

For Freight or Passage apply to Messrs. Stephen, Kennard & Co., London ; Messrs. Tod, Kennard & Co., Liverpool ; Messrs. Tod, Rathborne & Co., Alexandria ; Austrian Lloyd's Steam Navigation Company, Trieste and Venice ; and Messrs. Fraissinet Pere et Fils, Marseilles ; or to the undersigned in Bombay.

The Steam-ship "Krishna," 1,500 tons, Captain H. Bonfellow, will be despatched on the 10th March.

STEARNS, HOBART, & Co.

NEW ADVERTISEMENTS.

STEVENS' CIRCUS.

LAST NIGHT BUT ONE.

THIS EVENING, FRIDAY, 5TH MARCH,

is set apart for the accommodation of

NATIVE LADIES

EXCLUSIVELY.

GRAND CHANGE OF PROGRAMME

FOR

SATURDAY NIGHT.

THE PAVILION,

as it stands entire, including Seats, Platforms, Side Walling, Side Poles, and Ring Pole for sale.

PRICES OF ADMISSION.

Private Boxes (seating five)	Rupees 20
Reserved Seats	„ 5
First Class	„ 4
Second „	„ 2
Third „	„ 1

UNDER THE DISTINGUISHED PATRONAGE OF

H.E. SIR W. R. S. VESY FITZGERALD, K.C.S.I.,

who has signified his intention to honour the Performance with his presence.

THIRD PERFORMANCE AND LAST BUT TWO.

FIRST PRODUCTION OF NEW IMPERSONATIONS.

GRANT ROAD THEATRE.

TO-MORROW EVENING, SATURDAY, 6TH MARCH.

Mr. J. H. Willy has great pleasure in announcing that His Excellency the Governor has announced his intention of being present at the third Performance of those accomplished Artists,

GRACE EGERTON

(Mrs. GEORGE CASE),

AND

Mr. GEORGE CASE,

On this occasion will be presented

A NEW ENTERTAINMENT,

ENTITLED

ODDS AND ENDS,

With a selection of the most favourite

SKETCHES OF ODD PEOPLE.

PRICES OF ADMISSION.

Dress Circle (all numbered)	Rs. 5
Stalls (all numbered)	„ 3
Upper Circle	„ 2
Pit	„ 1

Doors open at half-past 8, performance to commence at 9 P.M precisely.

[illegible] Street, Fort, where a plan of the Dress Circle and Stalls can be seen.

There are only 172 Dress Circle Seats and 112 Stalls, and no more Tickets will be issued than there are numbered Seats for in those places.

The last Performances will take place on Monday and Wednesday next, with entire change of Programme.

6 Clare Road, Byculla.

GRANT ROAD THEATRE.

PRELIMINARY ANNOUNCEMENT.

The Nobility, Gentry and the Public of Bombay are respectfully informed that the renowned Magician,

PROFESSOR VANEK,

Artiste Extraordinary by appointment to His Majesty the Sultan of Turkey,

will shortly give a Series of

HIS SOIREE MAGIQUES,

which have created the greatest excitement to all who have witnessed his extraordinary and unrivalled performances.

When in China, at Canton, by request of the

VICEROY OF THE CHINESE EMPIRE,

The Professor gave two representations for the Chinese Government, which were attended by upwards of

TWENTY THOUSAND PEOPLE.

In Japan also, on five different occasions, by special order, he performed before the

TYCOON, THE RULING EMPEROR.

In Calcutta, the enthusiasm of the inhabitants was so great, that hundreds were nightly turned from the doors, and on each occasion of the representation of that

UNRIVALLED DECAPITATION SCENE,

it was a matter next to impossible even to obtain standing room.

This extraordinary and sensational Act is performed by no other person in the world, but by the Professor himself.

Fifty thousand people in Calcutta alone attended on twenty consecutive nights, and every person who witnessed it, acknowledged it to be the greatest of modern wonders.

His Excellency the Nepaulese Ambassador and Suite were so astonished and amazed at this performance, that they did not fail to be present on each occasion of its representation, and expressed their opinion that the Professor was

THE GREATEST MAGICIAN IN THE EAST.

In addition to his marvellous performance, he will exhibit some extraordinary experiments and feats, surpassing anything attempted by the

MAGICIANS OF OLD.

The Science of Electricity, Magnetism, and Galvanism will be fully developed, showing the remarkable powers possessed by these modern discoveries.

There will also be presented some of the most splendid

DISSOLVING VIEWS,

calculated to please all beholders, embracing views taken from the most celebrated parts of the known world.

THE COMICAL SKETCHES

excite the greatest amazement and laughter, and the

BRILLIANT CHANGES OF COLOURS

are unrivalled and unsurpassed.

THE FIRST NIGHT'S PERFORMANCE

will take place on

TUESDAY, 9TH MARCH.

Full particulars will be given in future Advertisements.

J. WESSELY, Manager.

NATIONAL BANK OF INDIA (Limited.)—

NOTICE.—The Transfer Books of this Bank will be closed from 8th to 22nd instant, both days inclusive.

By order of the Board of Directors,
J. WINDRAM, Manager.

Bombay, 4th March 1869.

LOST, last night, one Pocket Book, by Molesworth, purchased from Messrs. Chesson & Woodhall. Any one finding the same will be handsomely rewarded by

J. SAYERS,
S. S. "Sattara," Custom Bunder.

Value of Calcutta Notes inside, Rs. 240.

Rs. 100, one in No.
Rs. 100, one in No.
Rs. 20, one in No.
Rs. 10, one in No.
Rs. 10, one in No.

THE BECHERDAS S. & W. COMPANY (Limited).—NOTICE.—With reference to the Notification from this Office, dated 30th January 1869, it is hereby notified that the Assembly of the Ordinary General Meeting of this Company is altered from Wednesday 3rd, to Monday 15th instant, on which latter date it will convene at the same place and hour as mentioned in the former notice.

પા૦ છગનભાઇ બાધ્ચંદ ચેરમેન તરફથી
દા૦ ચેાતાના.

CHUGGONBHAI BHOICHUND, Director,
For the Chairman B. S. & W. Co. (Ltd.)

Ahmedabad, 1st March 1869.

NOTICE.—All parties having any claim, right, title, or interest in the undermentioned property, by way of mortgage, sale, inheritance, or otherwise shall make the same known, in writing, to me, at my office, No. 33 Meadow Street, within eighteen days from the date hereof, all that messuage, tenement, or dwelling-house and premises standing on the Honourable Company's ground, situate at Dumaan Road street without the Fort walls of Bombay, admeasuring thirty-one and half feet in breadth and sixty feet in length, and bounded as follows :—on or towards the east by the public road, on or towards the west by the passage, on or towards the north by the house of Syed Hoosein bin Syed Mohidin, and on or towards the south by the house of Pestonjee Hormusjee Pusiakhia, is assessed by the Collector of Land Revenue under Nos. 235 and 236 and by the Collector of Assessment under No. 37.—Dated this 3rd March 1869.

R. J. ABRAHAM, Solicitor,
33 Meadow Street.

NEW ADVERTISEMENTS.

TO LET, three good sized Rooms, suitable for offices, in the first floor of No. 6 Tamarind Lane, Fort. Apply to LAWRENCE & Co.

NOTICE.—The Bhore Ghaut Accident Enquiry Commission will resume their Proceedings at Egutpoora Station on Monday the 8th instant, at 10 A.M.

H. T. HANCOCK, Captain, R. E.,
Secretary to Commission.

Bombay, 4th March 1869.

NOTICE.—Consignees of cargo per ship "Elentheria," arrived from Calcutta, are requested to despatch boats at once to take delivery, otherwise the same will be landed by the Captain at the risk and expense of the concerned.

W. NICOL & Co.,
Agents of Ship "Elentheria."

Bombay, 4th March 1869.

TO be SOLD by private contract all that substantially built Dwelling-house, situate at and being No. 45, Syed Abdool Rahman Street, Bombay, now in the occupation of Dr. Pestonjee Muncherjee.

Offers will be received up to the 16th instant by, and any further particulars can be obtained from, Mr. John S. Hurrell, Solicitor, Rampart Row.

Bombay, 4th March 1869.

NOTICE.—The undersigned is prepared to receive in small quantities from individuals as a matter of convenience, and to issue to them in exchange for Government Currency Notes of the Bombay and its subordinate Circles, the undermentioned Gold Coins at the rates indicated, viz. :

Sovereigns (British or Australian)		at Rs.	10 4 0
Half Sovereigns (Ditto or Ditto)		„	5 2 0
Indian Government Double Mohurs		„	30 0 0
Ditto	Mohur	„	15 0 0
Ditto	2/3 Ditto	„	10 0 0
Ditto	1/3 Ditto	„	5 0 0

If any of the above coins have lost by abrasion or any other cause more in weight than that authorized by law, such light weight coins will not be received.

Tenders by Banks or traders will not be accepted, nor will any of the gold coins enumerated be issued to them.

A. R. GORDON,
Assistant Commissioner of Paper Currency.

Paper Currency Department, the 4th March 1869.

ST. PATRICK'S DAY, 1869.

It is proposed to have an Irish Dinner on St. Patrick's Day. A Committee has been formed as under :—

Chairman.
Colonel H. D. Torrens, C.B.

Members.

J. Dunbar, Esq.	Dr. W. Collum.
Captain G. F. Henry.	Captain T. M. Filgate.
Dr. F. O. Joynt.	J. W. Orr, Esq.
G. F. Farran, Esq.	Dr. R. A. Dallas.
Captain G. O'B. Carew.	G. S. V. Fitzgerald, Esq.

Captain W. P. Walshe, Honorary Secretary.

Gentlemen desirous of subscribing are requested to forward their names as quickly as possible to the Hon. Secretary, in order that arrangements may be made.

TENDERS will be received by the Superintendent of Marine up to 1 P.M. on Tuesday next the 9th instant, for the conveyance hence to Andamans of about one hundred and two Native Convicts, with a proportionate Military Guard, one Warder, one Assistant Warder, and a Subordinate Medical Officer, for which latter officer a cabin passage and first class rations must be provided.

2. Fifty days' provisions, water, firewood, &c., for the whole of the above party, and fittings for convicts only, are to be supplied by the owners, agents or masters of the vessels, the provisions put on board being subject after shipment to the inspection of and to rejection by the Executive Commissariat Officer at the Presidency.

3. The medicines will be provided by the Medical Department, the cost of which is to be borne by the owners, agents, or masters of the vessel.

4. Any surplus of provisions, &c., that may remain on board at the end of the voyage may be landed over to the authorities at Port Blair, and the cost of the same, at the rate at which they were purchased, will be repaid by Government to the owners, agents, or masters of the vessel in Bombay on receipt from the authorities at Port Blair of a list of the articles made over to them.

5. For any inferior issue of provisions during the voyage, the owners, agents, or masters of the transport shall pay to Government double the price of the articles as passed by a survey committee) which would have otherwise been consumed, the payment to be made before receiving the final modicum of the passage money.

6. The words "Tender for Convicts" should be superscribed on the covers of tenders.

7. The agents of vessels tendering should distinctly state the exact date on which the vessel will be ready for final survey.

8. The Superintendent of Marine reserves to himself the right of declining any tender without assigning cause for so doing.

By order of the Superintendent of Marine,
GEORGE INGLE, Secretary.

Superintendent's Office, Bombay, 4th March 1869.

CHESSON and WOODHALL'S LIBRARY,
No. 1, Hummum Street, Bombay,
AND
No. 1, East Street, Poona.

RECEIVED BY THE STEAMER ON THE 1ST INSTANT.

	Rs.	a.
The World of Fashion for February	1	0
Scott's Tales of a Grandfather, Part 3	0	8
Alford's The Queen's English	3	12
Once a Week, Vol. 2 N. S.—July to Dec. '68	4	0
Haughton's the Three Kingdoms of Nature	8	0
Hepworth Dixon's Her Majesty's Tower	11	4
Duncan on Perimetrits and Parametrits	4	8
Campbell's Lives of Lords Lyndhurst and Brougham	12	0
Lescher's Modified Examination of the Pharmaceutical Society	2	12
Lizzie Lorton	1	8
Ikhwann-e-Safa. Translated by Dowson	5	4
Senume's My Adventures Afloat	15	12
Lardner and Harding's Optics. New edn	3	12
Ellis's Demonstrations of Anatomy	9	8
Yates's The Rock Ahead	1	8
Holmes's The Autocrat of the Breakfast Table	2	12
Tillotson's Adventures in the Ice	2	12
Smallbelt's Peregrine Pickle	1	8
Collins's Primary Atlas	0	8
The Percy Anecdotes, Vols. 1 and 2	5	4
Fox on Skin Diseases	4	8
Tilt's Uterine Therapeutics	7	8
Forbes' Baital Pachesi	6	12
——— Hindoostanee Dictionary, romanized edn	9	0
Hooper's Physician's Vade Mecum 1869	7	12
Chesney's Waterloo Lectures	8	0
Hiatus ; or the Void in Modern Education	6	4
Everett on the Cam	1	14
Miss Braddon's Charlotte's Inheritance	1	8
New Plays—Brown amongst the Brahmins, Sardanapalus burlesque, and Claud Duval. Each	0	8

NEW PIANOFORTE MUSIC.

Hanover Square, and Exeter Hall, for Feb. Each	0	12
Chappell's Musical Magazine for Feb.—38 C. M. Songs as duets	0	12
Songs—As o'er the past ; and A Year Ago. Each	1	8
——— Lovely Nelly ; and A Dream of Love. Each	1	8
——— Passing away into Sunlight ; and Act on the Square. Each	1	8
Galop.—Tip-top	1	8

BLOTTING AND SKETCH BOOKS AND BLOCKS.

NEW AND OTHER BOOKS

EXPECTED TO ARRIVE ABOUT THE 8TH INSTANT.

☞ ORDERS NOW REGISTERED.

London and Parish Fashions for February	1	0
Le Follet ditto	1	4
Royal Monthly Army List for Feb.	1	4
Bradshaw's Continental Railway Guide for Feb.	2	12
The Woolwich Journal for Feb.	0	8
Thackeray's Irish Sketch Book. Illustrated edition	5	12
Browning's The Ring and the Book, Vol. 3 (Vol. 2 also available at same price.)	5	12
The Gambler's Last Throw	0	12
Russel's Adventures of Dr. Brady	4	8
Vaughan's Christ the Light of the World	1	14
——— Plain Words and Christian Living	1	14
The Feudal Castles of France	10	8
Notes and Queries, Vol. 2	8	0
Ralston's Kriloff and his Fables	5	12
How Bells, Vol 9—July to Dec. 1868	3	0
Winslow's Force and Nature	14	8
Mrs. Rundell's Domestic Cookery	1	8
Bankine's Manual of the Steam Engine	9	8
Lever's A Rent in a Cloud	0	12
Beigel on the Human Hair	1	14
Adam Blair	1	8
Moore's Pre-Glacial Man	4	8
Hartwig's The Polar World	15	12
Wilmot's The Poets of the Nineteenth Century	5	12
Mrs. Warren's Treasuries in Needlework	4	8
Forbes's Hindoostanee Dictionary	27	0
The Manual of Freemasonry. By Carlile	2	12
Archie Butler's Sermons, 2nd series	5	4
Rogers's How to Speak Hindoostanee	1	2
Small's Veterinary Tablet	1	14
Brown's 507 Mechanical Movements	3	8
Moxon's Miniature Poets—Selections by Lady Wood	3	12
Doyle's Lectures on Poetry	2	12
Belgravia, and Tom Hood's Comic Annual.—Each	0	12
Cruickshank's Comic Almanac	0	8
Chappell's 100 Dances for the Violin	1	2

NEW PIANOFORTE MUSIC.

The Christy's Minstrels' Songs, 3 vols. (Boosey's edn)	9	0
The Verdi Album	5	12
Songs.—Happy-go-Lucky am I	2	8
——— Nellie and I. Rs. 2 ; and Sacred Vows	1	8
——— God bless the friends we love	1	8
——— Thoughts at Eve and Belgravia.—Each	1	8
——— Young part of the day	1	8
——— I'll meet thee in the lane	1	8
Quadrilles.—Grand Round ; and Jolly Club.—Each	2	0
——— The Army and Navy	2	0
Waltzes.—Sylvia ; the Ladies ; and the Guards'.—Each	2	0
Lancers.—Gaiety ; and the French.—Each	2	0
Galops.—Break of Day ; Madcap ; and Robinson Crusoe.—Each	1	8
The Chimes	2	0

Bombay, 2nd March 1869. CHESSON & WOODHALL.

ENGLISH ASSURANCE COMPANY.
FIRE AND LIFE.

Comprising the business and connection of the
EIGHTH BOMBAY LAUDABLE SOCIETY.

Capital Rs. 50,00,000, with power to increase to Rs. 2,00,00,000.

Head Offices.—Palmerston Buildings, Bishopsgate St., London E. C.

Branches.

At Liverpool, Manchester, Glasgow, Dublin, Southampton, Hamburg, Antwerp, Brussels, Rotterdam, Melbourne, and Bombay.

The undersigned are now prepared to issue policies in both departments.

Fire.

Insurances may be effected at favourable rates on dwelling houses, furniture, godowns, goods, merchandise and other descriptions of property.

Transfer of policies may be made without expenses to the assured, claims promptly investigated, and paid immediately on adjustment.

The Life Department

Offers the following important advantages :—

I.—Moderate premiums for Europeans and Natives alike.
II.—Bonuses applied to make the policies payable during lifetime.
III.—Liberal provision for the non-forfeiture of policies.
IV. Eighty per cent. of profits divided amongst the assured on the "with profit" scale.
V.—Prompt settlement of claims.
VI.—Medical fees and stamps paid by the Company.
VII.—No charge for assignments.

For further particulars, prospectus, &c., apply to

HILL, POLLOCK, & Co., Agents.

25 Apollo Street, 2nd March 1869.

PATENT THERMOTERION.—For keeping Food Warm in the Nursery, Sick Chamber, or when Travelling. Being a treble Cylindrical tin vessel in the centre compartment of which is placed the glass food receptible, the second compartment is then filled with boiling water and screwed down. The outer compartment or air jacket insulates the hot water and prevents radiation or dissipation of heat. By the use of this apparatus food can be kept sufficiently warm for ten hours. Price complete with Food Glass Rs. 10.

Rampart Row, Bombay. SOUNDY & Co.

WANTED.

A EUROPEAN CUTTER WANTED for a Tailoring establishment in Bombay. Applicants may address written communications to "Z. A.," care of Manager "Bombay Gazette."

GREAT INDIAN PENINSULA RAILWAY.—Wanted a Zinc Fitter or Plumber. Apply at the Office of the Chief Resident Engineer, Byculla Villa.

WANTED, for the Steam Factory H. M.'s Dockyard, a Brass and Loam Moulder. Appliation (producing Testimonials) to be made in person at the Office of the Superintendent of Marine.

By order of the Superintendent of Marine,
GEORGE INGLE, Secretary.

Superintendent's Office, Bombay, 8th February 1869

HOUSES, &c., TO LET.

GODOWNS TO LET, in Military Square, Fort. Rent moderate. Applications to be addressed to H. A. C., care of Manager, "Bombay Gazette" Office.

FURNISHED HOUSE TO LET at Land's End, Malabar Hill—a fine situation close to the Sea—for four or five months from 1st May next : rent moderate. Apply to "R.," office of this paper.

NOTICES.

NOTICE.—Callianjee Sewjee and Company have to inform the public that their Transport Agencies at Khundwah, Burwai, Mhow, and Indore will be closed from and after this date. CALLIANJEE SEWJEE & Co.

1st March 1869.

THE undersigned beg to give notice that from this date the business of Messrs. Cunha & Co. will be carried on at the same house, Kalbadevie Road, as before, under the names of Cunha and Faria. All claims against, and payment in favour of, the firm must now be made to them. The undersigned hope to merit the patronage of the public they have hitherto enjoyed. CUNHA & FARIA.

NOTICE.—Estate of Macindoe, Rogers, & Co. (in Liquidation.)—A Dividend, at the rate of 3 per cent on all admitted and adjusted claims, is payable on and after the First March at the Office of the Trustees, No. 1 Meadow Street, between the hours of 11 and 4.

Claimants are requested to bring their Vouchers in support of their claims.

ROWLAND HAMILTON,
HENRY ROGERS, } Trustees.

NOTICE.—BANK of INDIA (in Liquidation).—NOTICE is hereby given thata third Dividend, at the rate of Rs. 5 (Rupees Five) per Share on the Old, and Rs. 3 (Rupees Three) per Share, on the New Issue, will be paid to the Shareholders at the Registered Office of the Company, No. 12, Elphinstone Circle, on Wednesday, the 3rd proximo, between the hours of 11 A.M., 4 P.M. and on every following Wednesdays during the same hours.

JNO. A. J. SHAW,
BEHRAMJI NAOROSJI, } Liquidators.

No. 12, Elphinstone Circle, Bombay, 28th Jan., 1868.

THE GRAND FINANCE COMPANY, Limited, (in Liquidation).—Notice is hereby given, that in pursuance of Section 138 of the Indian Companies Act of 1866, a General Meeting of the Shareholders of the above Company will be held at the Office of the Company, No. 8, Church Lane, Fort, on Thursday the 18th proximo, at 3 P.M., for the purpose of considering and adopting the Final Report and Account of the Liquidators, showing the manner in which the winding up has been conducted and the property of the Company disposed of.

ROBERT WALLACE,
PESTONJEE DADABHOY WADIA, } Liquidators.

Bombay, 15th February 1869.

THE GRAND FINANCE COMPANY, Limited, (in Liquidation).—A Second and Final Distribution of Assets of the above Company amongst the Shareholders, at the rate of Rs. 2 2/16 (Rupees Two and Annas Two) per Share (subject, as to Shareholders indebted to the Company, to the payment of all debts due from them) will be made on and after Wednesday the 24th instant, at the Company's Office, No. 8, Church Lane, Fort, between the hours of 11 and 3. Production of the Share Certificates or allotments will be necessary.

ROBERT WALLACE.
PESTONJEE DADABHOY WADIA, } Liquidators.

Bombay, 15th February 1869.

BOMBAY RECLAMATOIN COMPANY, Limited, (in Liquidation.)—Notice is hereby given, that a General Meeting of Shareholders of the above Company will be held at the office in Elphinstone Circle, on Monday the 15th instant at 3 P.M., to receive the Accounts made up to 30th November 1868, in terms of clause 155 of the Indian Companies Act X. of 1866.

JAMES G. SMITH,
JAMES RANKEN, } Liquidators.

Elphinstone Circle, Bombay, 2nd March 1869.

N.B.—The Transfer Books will be closed from Friday the 12th to Monday the 15th instant, both days inclusive.

HYDROMETERS.

	Cash. Rs. as.	Credit. Rs. as.
SYKES' best gilt, excise pattern, with slide rule and thermometer, in mahogany case ; with book of tables for glass jar complete	45 0	50 0
TWADDLE'S graduated for 75 deg., in mahogany case	10 8	12 0

TREACHER & Co. (Limited).

SAVORY AND MOORE'S

ETHERODINE.

ITS THERAPEUTICAL PROPERTIES

ARE DIAPHORETIC, ANTISPASMODIC, AND SEDATIVE and superior to any other pharmaceutical preparation. It also possesses the important advantage over Chlorodyne, Morphia, and the ordinary preparations of Opium in maintaining the desired effects without the necessity of augmenting the dose.

These facts are borne out by the experience of medical men in extensive hospital and private practice, who amply testify to its remarkable efficacy in alleviating and curing Coughs, Colds, Consumption, Fevers, Rheumatism, Spasms, Dysentery, Diarrhœa, &c.

The virtues of Etherodine are not deteriorated by long keeping or any variations of climate.

Cash Rs. 2 4. Credit Rs. 2 8.

SOLE AGENTS—

TREACHER & Co. (Limited).

THOMAS BEAR'S
Celebrated
VIRGINIA SHAG & BIRD'S-EYE TOBACCO,
TRADE (The Elephant) MARK.
Sweet as the Rose.

The Proprietor of these justly celebrated Tobaccos begs to call the attention of the public to the following varieties, manufactured and prepared with great care from the pure Virginia and Oriental Tobacco. And in order that no adulteration or fraudulent attempt at imposition should take place after it has left his manufactory, he wishes to inform the public that it is never sold except in packets and canisters of various sizes, bearing a facsimile of his signature upon them.

Virginia Shag Tobacco.	Havana Tobacco
„ Bird's-eye „	Persian „
„ Cut Cavendish „	Latakiah „
„ Returns Tobacco	Oronoko „
York River „	Imperial „
Carolina Rose.	Smoking Mixture.
Golden Gem.	Jewel of Ophir.

Importer of American Negro-head, Cavendish Honey-dew, Natural Leaf, Havana Cigars, Manilla Cheroots, Meerschaum Pipes, and all descriptions of Tobacconists' Fancy Goods.

Manufactory—High Street, Borough, London.

Sold by all Storekeepers and Dealers throughout the world.

Agents—EWART, LATHAM & Co., Bombay.

FOR SALE, the undermentioned Vessels belonging to

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

THURSDAY AFTERNOON.

INQUIRY for Old and New Bombay Bank shares at Rs. [106 and Rs. 545 respectively. Market steady.

BOMBAY BILL AND STOCK LIST.

BANKS

Subscribed Capital.	Nomn. of sh.	Paid up.	Last dividend.	Names.	Rate per Share.
	Rs.	Rs.	p. a.		
1,000,000	100	all	5 p.ct.	Agra Bank	126
5,140,000	1,000	all	8 p.ct.	Bank of Bengal	1675
3,000,000	500	all	5 p.ct.	Ditto of Bombay New	545
2,750,000	1,000	all	7½ p.c.	Ditto of Madras	1550
800,000	250	all	6 p. c.	Chartered Bank of India, A. & China	230
700,000	200	all	6 do.	Chartered Bk. of I. & C.	230
1,000,000	500	250	8 do.	Delhi and London	200
1,000,000	250	125	8 do.	National Bank of India	140
500,000	250	all	12 do.	Oriental Bank	460

LAND COMPANIES.

1,180,000	3,000	all	Rs. 80	Colaba Land Company	1280
1,080,000	1,000	all	Rs. 30	Elphinstone Land	840
1,080,000	1,000	550	„11-14	Do. New	385
...	1,000	1,000	Nil	Frere Land	75
100,000	5,000	4,100	Nil	Mazagon Land	730
...	2,000	1,300	Nil	Port Canning	280

SPINNING AND WEAVING COMPANIES.

...	2,000	1,700	50	Albert Mills Co.	875
125,000	2,500	all	13⅞	Alliance Spinning	1080
80,000	2,000	all	...	Arkwright	400
250,000	5,500	all	...	Bombay	2800
100,000	1,000	1,000	10 p.c.	Bombay United	845
...	500	500	12 p.c.	Byculla Mills	275
160,000	5,000	all	...	Coorla Spinning	1875
150,000	2,000	2,000	300	Great Eastern	1400
250,000	1,000	all	135	Manockji Petit's	660
200,000	2,500	all	...	Oriental	1070
150,000	2,500	2,300		Royal	1400

PRESS COMPANIES.

40,000	2,000	1,100	200ps	Albert Co. Kurrachee	800
75,000	3,000	850	200do.	Alexandra Press Co.	600
187,500	12,000	11,000	1750ps	Apollo Press Co.	10,000
80,000	2,000	2,000	400do.	Bombay Press Co.	1680
...	500	500	100do.	Do. New	410
...	1,500	1,500	100do.	Colaba Press Co.	2900
70,000	2,000	2,000		East India Press Co	1100
937,500	8,500	8,500	1000ps	Fort Press Co.	8750
60,000	2,000	1,800	100ps	Framji Cowasji Press	1165
200,000	6,000	4,000	425 ps	Hydraulic Press Co.	3500
20,000	5,000	2,000		Kurrachee Press Co.	800
300,000	1,000	500	...	Mofus. Press & G. Co.	210
30,000	2,500	2,500	200 ps	Prince of Wales Press	2500
45,000	2,000	750	...	Victoria Press, Madras	350

SHIPPING COMPANIES.

500,000	5,000	3,500	600	Bombay Ship Co.	1825
200,000	2,500	all	300	Bombay Const.	340

RAILWAY COMPANIES.

...	£20	218.3.0	5 p. c.	G. I. P. Railway Consolidated Stock	227
...	£20	196.8.8	do.	Do. New £20 shares	198
...	£100	1,000	do.	B. B. & C. I. Railway Co.	1120
...	£18	196.5.1	do.	Do. New Shares	Par.

MISCELLANEOUS.

...	50	50	5	Mechanics' F'd'g's Co.	330
...	2,000	300	9	Kurrachee Landing and Shipping Company	190
100,000	500	all	Nil	Treacher & Co.	230

BANKS IN LIQUIDATION.

		Date of L'dation.			
1,045,000	500	...	Jan. '3	Bank of Bombay	104
800,000	25	13		Do. China	5
2,000,000	200	100	May '67	Do. Guzerat	90
1,000,000	150	75	Aug. '67	B'bay Pr'dency B'k.	26
2,000,000	200	35	Sept. '67	„ Trdg & B'kg	20
2,000,000	200	40	Sept. '67	Brokers' Bank	75
1,000,000	250	...	Mar. '68	Central Bank	6
1,000,000	200	63	Feb. '67	Indian Peninsula	16
1,200,000	30	63	May '67	Royal Bank	13
		409		B'gal C	

COMPANIES IN LIQUIDATION.

...	2,000	1,000	...	Ap'loB'd'Warehouse	10
1,000,000	5,200	1,750	Nov. '66	Back Bay Co.	350
800,000	3,500	2,200	...	B'bay & Bengal S. S.	300
2,000,000	...	4,100	...	Frere Reclamation	140
...	3,500	2,111	...	Iron Shipping	10
...	all	...	...	Victoria Spinning	2000

EXCHANGE.

On	Terms.	Rate.
London Banks	6 months' sight.	2s. 0 3/16d.
Do. Credits	6 do.	2s. 0 5/16d. to 2s. 0¾d.
Do. Documents	6 do.	2s. 0 7/16d. to 2s. 0¾d.
Calcutta	At sight	99
Do.	60 Do.	98
Madras	30 Do.	99
China	60 Do.	216 nom.

GOVERNMENT SECURITIES.

Five-and-a-half per cent	112½ to 112¾
Five per cent.	108
Four per cent.	95
Five per cent. (Public Works Loan)	105
Five per cent. Debenture Loan, 1866-67	103
15 years' Debenture Loans	108
10 years' do. do.	107
8 years' do. do.	103
Six per cent. Municipal Loan.	95

BANK OF BOMBAY.

Government Securities	per cent.
Mercantile Bills	per cent.

PRICES OF BULLION, &c.

Sovereigns each	Rs. 10-6
Bank of England Notes	„ 10-4
Spanish Dollars	„ 25
Carolas	„ 260
Mexican Dollars	„ 220
German Crowns	„ 210
Five-Franc Pieces	„ 210
Bar Silver	„ 106-6
Gold Leaf	„ 15-1
Rose 10 oz. English	„ 16-7-6

CALCUTTA.—27TH FEBRUARY 1869.

Government Securities.—The market was dull and very few transactions reported. Some 4 per cents sold at Rs 4-8 discount. Purchases of small amounts of 5 per cents of 1856-57 were made for investors' orders at Rs. 9-0 premium. Some transactions in 5½ per cents took place at Rs. 12-8 and 13-4 premium.

Bank of Bengal shares.—3 shares were bought at Rs. 1,650 each an 1 at Rs. 1,650 each.

National Bank shares changed hands at Rs. 139.

East India Railway Stock, was purchased at Rs. 240 per £20.

DAILY COTTON MARKET REPORT.

BOMBAY, 4TH MARCH 1869.

	Per Candy.
OLD.	
Dhollera Bhownuggur	245 to 246
Vingoria	230 to 232
Dharwar, Sawginned	262 to 265
NEW.	
Comrawuttee Akote	268 to 269
Hingunghat	278 to 280
Broach N.G.	265 to 267
Do. M.G.	282 to 285
Veerawul	250 to 252
Khandeish Barsee	264 to 265

Ready sales 975 Candies. Market firm.

MILITARY.

ARRIVALS.—MARCH 4.

Taylor, Major, Madras Staff Corps, on sick leave, from Oodeypore.
Martin, Staff Assistant Surgeon, British Medical Service, on duty, from Ahmednuggur.
Willoughby, Lieutenant, 3rd Light Cavalry, on leave, from Poona.
Scott, Lieutenant Colonel, Commandant H. M.'s 20th Regiment N. I., on leave, from Deesa.
Arbuthnot, Major, 18th Hussars, on leave, from Secundrabad.
Magan, Lieutenant, 4th Regiment M. N. I., on duty, from England, (arrived on the 2nd March.)
Disbrowe, Lieutenant Colonel, Bombay Staff Corps, on duty, from Ootacamund.

DEPARTURES.—MARCH 4.

Raymond, Ensign, 14th Foot, to join, to Lucknow.
Long, Assistant Surgeon, 25th Regiment N. L. I., to join, to Burda Chowkey.
Magan, Lieutenant, 4th Regiment M. N. I., to join, to Secundrabad.
Arbuthnot, Major, 18th Hussars, on leave, to England, (on the 6th instant.)
Barnes, Captain, Royal Horse Artillery, on sick leave, to Meean Meer.
Thompson, Lieutenant Colonel, 26th Regiment N. I., to rejoin, to Poona.

SHIPPING.

DAILY FREIGHT REPORT—4TH MARCH.

London	Cotton	£2 5s. 0d. to £2 7 6d.	per ton.
	Seeds	£1 10s. 0d. Nominal.	„
Liverpool	Cotton	£1 15s. 0d. to £2 2s. 6d.	„
	Seeds	£1 5s. 0d.	„
Overland	Cotton	£8 0s. 0d. p. 40 c. ft.	
	Sailing vessel Cotton	Nominal.	
China	Steamer do.	Rs. 6 to 7	per bale.
	„ Opium	Rs. 10 to 15	per chest
Calcutta	Salt	Rs. 6	per ton.
Mauritius	Gram	12 annas	per bag.

ARRIVAL.

Mar.	Vessel.	Commander.	From.
4	Elentheria	Butchart	Calcutta, Jan. 11.

DEPARTURES.

Mar.	Vessel.	Commander.	Destination.
4	Sandringham	Muir	Liverpool.
	Marathon	Dingwall	Liverpool.
	Portlise	Bayley	Liverpool via Carwar.
	Combermere	Ricker	Calcutta via Malabar Coast.
	Taptee (s)	Drewitz	Kutch.

SHIPPING INTELLIGENCE.

Per ship Elentheria.—Spoke ship Royal Family to Kurrachee, 155 days out.

The following vessels obtained their port clearances yesterday:—
Steamer Rangoon, Baker, for him.
Ship Alma, Crawford, to Havre.

The following vessels began to load yesterday:—
Ship Parsee, to Liverpool.
Ship Feronia, to Liverpool.
Steamer Orissa, to China.

CALCUTTA.

ARRIVAL.

Feb. 27 Bollingbroke ..... Russell ..... Liverpool, Nov. 1.

DEPARTURES.

Feb. 27 Clytemnestra .....
Apollo .....
Balpore .....
Sir Robert Sale .....

JOB PRINTING in all its BRANCHES.—Ornamental Printing in Colours and in Gold. Bills, Broadsides, Theatrical and Musical Programmes, Cards of all descriptions; Banking and Mercantile Ledgers, Memo. Heads, &c., &c.; Machine-ruling and Paging, and Bookbinding. Estimates forwarded on application to the Manager.
BOMBAY GAZETTE STEAM PRESS.

COPPER-PLATE PRINTING, ENGRAVING, &c.—VISITING CARDS, Invitation Cards, Wedding Cards and Envelopes, Cheques, Bills of Lading, Office and Bank Seals, Seals for Stamping Envelopes, &c., engraved to order, and at moderate prices. Specimens may be seen at the Office of the "Bombay Gazette" Press.

POSTAL NOTICES.

OVERLAND MAILS.

The Overland Mail, per P. and O. Co.'s steam packet, will be closed on SATURDAY, the 6th Mar., at 2 P.M.; the after-packet at 3 P.M. After-packet letters will not be forwarded unless an 8-annas stamp is affixed to the letter in addition to the postage. Registered letters will be received until 1 P.M. The latest hour for posting at the several Branch Post Offices is 1 P.M.

The dates of departure of the Overland Mails from Bombay during 1869 are fixed as follows:—

Saturday	Mar. 6	Saturday	Apr. 17
„	„ 13	„	„ 24
„	„ 20	„	May 1
„	„ 27	„	„ 8
„	Apr. 3	„	„ 15
„	„ 10	„	„ 22

CHINA MAILS.

The Post Office Packets for Ceylon, Penang, Singapore, and Hongkong, per P. & O. Company's steamer, will be closed on FRIDAY, the 5th March, at 9 A.M. A packet for late letters will be kept open on payment of the usual fee until 10 A.M. Registered letters will be received until 6 P.M. of the previous day.

Friday	Mar. 5	Friday	Apr. 16
„	„ 19	„	„ 30
„	Apr. 2	„	May 7

MAILS FOR MAURITIUS, THE CAPE, &c.

The Government of Mauritius having terminated their Contract with the Union Steam Ship Company for the conveyance of Mails between Ceylon and Mauritius, and between Mauritius and Natal, letters, &c., for Mauritius will, in future, be forwarded *viâ* Aden, to be thence conveyed by the French Mail Packets leaving Aden on the 23rd of every month.

As the communication with the Cape of Good Hope and Natal is also thus cut off, all correspondence, addressed to those colonies, will under instructions be sent in the Mail for London.

AUSTRALIAN MAILS.

The Post Office Packet for Australia, per P. & O. steamers will be closed at 9 A.M. on the following dates; the regulations regarding late and registered letters being the same as those for the China Mail

Friday	Mar. 19	Friday	May. 14
„	Apr. 16	„	June 11

DESPATCH OF MAILS FROM BOMBAY.

MAILS.	Date of Departure.	Mail closes.	After-packet.
Overland Mail	Mar. 6th	2 P.M.	3 P.M.
China Mail	Mar. 5th.	9 A.M.	10 A.M.
Ceylon	„	„	„
Penang	„	„	„
Singapore	„	„	„
Hongkong	„	„	„
Australian Colonies	Mar. 19th.	„	„
Muscat	6th and 20th	Noon.	Noon.
Persian Gulf	„	„	„
Bussorah	„	„	„
Bagdad	„	„	„
Malabar Coast and Calcutta	5th and 19th	„	„
Kurrachee	Every Mon.	...	...

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

DEATH.

RENNICK—February 28th, at Kamptee, Grace Eliza, the beloved and devoted wife of Deputy Inspector General R. H. Rennick, I. M. D., Nagpore Force.

NORTH-WEST PROVINCES.

BIRTH.

DRURY—February 24th, at Lucknow, the wife of Lieutenant Colonel C. C. Drury, Bengal Staff Corps, of a daughter.

The Bombay Gazette

FRIDAY, MARCH 5, 1869.

THE *Pioneer* records, with a pardonable ecstasy, the appointment of an uncovenanted servant to the responsible post of Commissioner, and regards it as a symptom of Lord Mayo's freedom from prejudice. We have not a word to say against the special act which has afforded such unmixed gratification to our contemporary; age has for granted that this exercise of patron- work to be donetions, and that fitness for the But, without entering governed the selection. serious question—how far the merits of the uncovenanted servants should be employment of out desiring, in the least, to carried—with- appointment and promotion of discourage the take this opportunity to signalize od men, we danger threatening the good go impending India. That danger lies in the rnment of obvious for several years, to turn tendency, of the competitive system, and by a flank gic movement, cautiously and gradually conducted, to revive and extend the old plan of patronage. India really incurs the risk of being overrun by aspirants for public employment who rely mainly on interest and family connexions for its attainment. Every month, every week brings out a fresh candidate who, with a few pounds and a packet of letters in his pockets, has been sent here, without special training, to seek his fortune. It is very hard to resist importunities based on the claims of blood or friendship or services rendered in old times; places, we shrewdly suspect, are sometimes created for the purpose of providing for the young people who arrive; and, if the area allotted to the Civil Service is not trenched upon, offices which its members might fill with advantage are sometimes otherwise bestowed. We do not grudge to the outsiders any legitimate promotion; on the contrary we rejoice in the selection and advancement of good men; and, as an uncovenanted service is an essential incident of our rule, we are glad to see its ranks reinforced. But it behoves the guardians of public as opposed to private interest to be on the alert, to watch the development of the system with a jealous eye, to check the abuse of a wholesome expedient, and above all to safeguard the competitive system against the revived assaults of patronage. If this be not done the Indian revenue will be used for other than strictly public purposes, and India will become the very paradise of place-holders.

THE famous "Volunteer" movement at home, we are told by the public prints, is in a state of crisis. Those who have followed its history, however, are aware that this period of crisis is an annual. It begins to set in about the time when the Estimates are in preparation, its intensity increases with the approach of the season when the House of Commons goes into Committees of Supply, and after the annual debate convalescence begins to return. The "crisis" is nearly always pecuniary in its character, and is the sure sign of an impending assault on the Treasury. Sometimes when the Government in office is weak, a combined onset from both sides of the House is successful; and their country "bleeds" for the Volunteers instead of the Volunteers bleeding for their country. The appetite grows when gratified but not satisfied, and one concession is a sure forerunner of a fresh demand. The crisis has ripened this year a little more rapidly than usual, because a Government, pledged to retrenchment, has had the firmness to answer the shout for more money with a steady "No." Mr. Cardwell very justly thinks that "enough" has been granted; that answer must content the Volunteers, although we have no doubt they will try conclusions with the Minister and "divide" the Committee on the Volunteer vote, when a large minority will certainly follow Lord Elcho into the lobby.

The question is one of very great importance, because it is intimately connected with the future of our military organization. In the public controversy, to be found in the home journals, both sides are in the wrong, and even the Minister is only negatively in the right. Independently of the merits of the question, it would never do to permit a great vested interest of irregular formation to grow up, and the Secretary of State is quite right to refuse the application for a larger grant, since concession would only have intensified an evil which want of forethought permitted to spring up. The Volunteers originally came into existence in response to a pretty general demand. They were irregularly created, no doubt under all sorts of obstacles, and the irregular character has clung to the development of the force. It was at first intended that the Volunteer corps should only provide a species of military service for those who would not enter either the Line or the Militia. Each Volunteer was to find his own clothing and accoutrements and pay all expenses of internal management, the Government alone, and wisely, supplying arms, and thereby reserving a direct and effective control ever the corps. But the success of the movement, and the sort of distinction it conferred, rapidly led to an expansion which went beyond the original conception of the character of the force. Numbers of corps were raised by men who wanted commissions; and they were not at all careful to confine their recruits to young men able to pay for uniforms and supply a fund for general expenses. At first the money needed was obtained by subscriptions, and from the pockets of those who had secured or who looked for commissions; it was when the public ceased to subscribe, and officers, actual and expectant, felt the burden, that demands began to be made upon Parliament. As the aristocracy and landed gentry and civic magnates had got full control of the movement the political pressure brought to bear on the Government was very great, indeed irresistible; and as no system seems ever to be followed, or with rare exceptions ever to have been followed, in dealing with the "military apparatus" of England, chance and pressure brought into full bloom the anomalous body called the Volunteers. In effecting this Lord Elcho played a conspicuous part, and he has just reappeared consistently in his old character as a beggar for money at the Treasury door.

Now had the original principle upon which the Volunteers were raised been steadily adhered to, great good and no mischief would have been done. That we wanted in 1858 a larger defensive force than we possessed no one will deny. Volunteers who could give time and money to the public service would have supplied part of the want with little or no cost to the Exchequer. Moreover, they would not in any way have interfered with the recruiting for the Line or the Militia; and, indeed, would have provided a very good school for the preparation of Militia officers. Nor is this all. As the plan adopted would have provided an outlet for the military energies of only a class, it would have been still plainly incumbent on the Government to find a mode whereby the weight of those not able to pay could have been made to tell in aid of national defence. In other words, Government must have either framed a sound scheme for an extensive National Militia, or have increased the Regular Army. But the perversion of the Volunteer movement has produced an apparent army of defence, and furnished the Government with a pretext for shirking the larger question of military organization. Mr. Cardwell will not give any more money, and that is merit of a negative kind; but we fear that, the Volunteer corps, demoralized by money payments, will now be actually an obstacle to the adoption of radically sound plans. The value of the existing force is over-rated by Lord Elcho, whose judgment never was worth much, and depreciated by the military person who signs himself "Hippophylax." The Volunteers, badly organized as they are, have a sensible political, and a certain military weight in Europe, as "Hippophylax" would have known had he been engaged in the work of Government. But the claims of Lord Elcho, and his rival Lord Ranelagh, have been always quite preposterous enough to give reasonable cause for a disturbance in the military spleen. Yet surely it is foolish to complain that the Volunteers are not fit for "permanent" service or "offensive" operations, when it is notorious that they were never intended to perform the one, or engage in the other. "Hippophylax" might as well say that the Cavalry are of little use because they could not man our ironclads, or that the Guards are a failure because they could not ride effectively in a charge. If there were a prospect of an invasion, no unprejudiced man can doubt that the Volunteers, even as they stand, would be very serviceable.

The real defect in the present condition of the Volunteer force is that it rests not only on a false basis, but is a living obstruction to the establishment of a better system. The nature of British society and the political temper of the nation indicate the proper framework for our military institutions. Our Regular Army, as it is employed abroad, must be raised by voluntary enlistment, and if it were better paid and made a real profession, would command a better class of men in the ranks, and more soldiers above the ranks. Besides the Regular Army there should be a Militia raised by ballot, as it used to be. All should be liable to serve, except those who had enlisted in some corps of self-supporting Volunteers, whose test of efficiency, without being pedantic, should be real. Were a plan on this principle fairly worked out, it would meet the circumstances of all classes and conditions of men, and would not be oppressive to any. To complete the scheme a Local European army should be restored to India, and many youngsters who would dislike general service would readily enlist for service in this country. In the process of time we must come to some wo[illegible]rrangement, and therefore the Ministry increasing the e. eminently unwise had it, by present vicious [illegible]ritation grant, strengthened the obstruction to so[illegible]lunteer anomaly which is an organization. [illegible]nd plans o[illegible] military organi-

A TELEGRAM in yesterday's issue reported the arrival of Sir John Lawrence at Suez, and added that H. M. S. "Caradoc" (not "Caradox," as Reuter rendered it) was to be placed at his disposal at Alexandria. We learn from the naval intelligence of the "Army and Navy Gazette" that the late Viceroy was to make a tour to Constantinople, Athens, and Brindisi in that vessel.

THE Irish have resolved to follow the example of the Scotch and to have their Saint Patrick's Dinner as the Scotch have their Saint Andrew's. An advertisement about it will be found in another column. Saint Patrick's Day falls on the 17th of this month, and as the Committee have only twelve days left for their preparations, gentlemen who wish to attend the banquet should let them know soon. It is particularly fortunate that Colonel Torrens has consented to be Chairman. We hope he will tell us all about the Saint. What a pity it is Saint Patrick was a Scotchman!

THE most interesting and complete account of the Suez Canal we have seen is that of Captain J. Clerk published in the "Fortnightly Review." We publish a part of it in our present issue.

WE read in the "Government Gazette"—and supplying in brackets an omission which does not usually occur in general orders—that "Mr. F. [illegible] Souter [C. S. I.], Commissioner of Poli[illegible]bay, is allowed privilege leave of absence for two months."

BY an order of Government the jail at Belgaum has been established as a district jail, and that at Kalladghee is to continue a district jail.

MR. D. OSBLON, Private Secretary to Sir Richard Temple, has been allowed leave to Europe, on private affairs for six months.

IN supersession of former orders, His Excellency the Governor in Council has directed that an officer, when proceeding to join an acting appointment, shall retain his claim to the tentage allowance belonging to his substantive appointment.

IN a letter to the Government of India, dated 16th November, the Government of Bombay proposed to extend to Junior Civil Servants in that Presidency the rule under which Assistant Magistrates and Assistant Commissioners in Bengal and in the Non-Regulation Provinces under the Government of India, draw Rs. 400 per mensem on first appointment, Rs. 450 per mensem on passing the examination according to the lower standard, and Rs. 500 per mensem on being vested with full powers when they have passed fully by the higher standard. This proposal has been sanctioned.

THE Government of India has decided that the horse allowance as at present passed shall not be withdrawn from a cavalry officer (of the old cavalry), even though only doing general duty, and, further that, if a cavalry officer is appointed to a regiment under the new organization, when his combined staff pay and Staff Corps pay is less than the cavalry pay of his rank, he is to be considered entitled to draw the latter, whether his appointment is an officiating or a permanent one. G. O. G. I. No. 1168 of 10th December 1868 is equally applicable to acting and permanent employment.

THE MEETING OF THE VICEROY AND SHERE ALI KHAN AT UMBALLA.

(SPECIAL TELEGRAMS FOR THE "BOMBAY GAZETTE.")

LAHORE, 4TH MARCH, 8-41 A.M.

It has been definitely settled that the Ameer of Afghanistan should see the Viceroy at Umballa.

The interview will take place on the 25th March.

The Viceroy is to leave Calcutta on the 22nd instant.

CALCUTTA, 4TH MARCH, 8-40 A.M.

The Ameer Shere Ali Khan arrived at Peshawur on the 2nd instant, and will proceed to Lahore, where Sir Donald Macleod (the Lieutenant Gover[illegible] will hold a durbar.

[illegible] Viceroy and Sir William [illegible] will consist of 5,000 Euro[illegible] native soldiers.

LATEST TELEGRAMS.

[PER REUTER'S AGENCY.]

THE IRISH CHURCH BILL.

LONDON, 2ND MARCH.

In yesterday's sitting of the House of Commons the Irish Church Bill was introduced.

Mr. Gladstone said that promptitude in the settlement of the question was primarily necessary.

The process of disestablishment would be divided into two stages, the first being transitory until 1871.

The Bill, as introduced, proposes that a new ecclesiastical commission shall be appointed, the whole property of the Irish Church being vested therein. The commission would make new appointments without vested interests. The Irish Church must subsequently organize a representative Government, which must be incorporated and recognised. The Bill would absolutely take effect on the 1st January 1871, when the separation of the Irish Church from the State would be complete. The ecclesiastical jurisdiction in Ireland would cease and the peerage of Irish Bishops lapse. The ecclesiastical corporation would be dissolved, vested incumbents and permanent curates being entitled to commutiable annuities (? convertible annuities). The Irish Church would still enjoy private endowments.

The Maynooth and Presbyterian Grants are to be erated (? abolished) and like life interests to be wound up as speedily as possible.

The value of church property in Ireland is £16,000,000, of which between £7,000,000 and £8,000,000 will remain after all claims have been satisfied. A portion of this sum is to be devoted for the relief of Irish distress.

The Bill was then read a first time.

The second reading is to take place on the 18th March.

The above message was much mutilated.

ON AMUSEMENT IN THE EAST.

WHY shouldn't we try and enjoy ourselves a little more than we do in this dismal land? This is a question which must have offered itself at different times to most of us who have any spare time at all in which to conjugate the verb *s'ennuyer*. Recreation is after all a very good thing, especially for men who work hard in a trying climate. Yet of recreation have we very little, and such as we have, as in the case of the Broach Exhibition, often turns to labour and sorrow for its promoters and others. To those who have thought over the question, as he who pens these lines has thought over it, many reasons for this occur, all equally valid. Because they could answer—we are Englishmen, and don't understand the word enjoyment, because we are many of us Scotchmen, because there are no drones among us to whom the business of life is its pleasures, because the *oi polloi*, the mob, the gallery, who are the great promoters of all enjoyment, are not here, because we are not sufficiently numerous to keep up theatres or other entertainments of a high class, and we are too educated a people to care for those of a lower one,—and for many other reasons, if these are not enough, as they ought to be.

In this goodly city of Bombay, for instance, what different lives would men of other nations lead. Frenchmen would discuss exquisite coffee and smoke cigars beneath the pleasant awnings of gorgeous cafés along the Esplanade, on which the more energetic among them would exhibit their equestrian and charioteering skill. Germans would have "bier hallen" and gardens on the slopes of Malabar Hill, where they would gravely quaff and play dominoes or smoke and discuss "philosophie." A casino there would inevitably be (abroad a casino is all that there is of the most proper), where perchance every Sunday evening there would be a dance, and concerts occasionally on other days. We do not say these are enjoyments after which we ourselves hanker, or would persuade others that they are worth aspiring after. We use these examples to show that recreation after a fashion is no impossibility even in India. The truth is we do not appreciate the pleasures of idleness, we do not care for sitting and enjoying the sensation of having nothing to do; gazing meanwhile on persons busy around us; and in this climate active pleasures, such as we have at home, require too much exertion. Yet more might be done than we now do to vary the somewhat dismal life we lead. And we are pleased to see that Poona is going a-head in the right direction. For the dreary bandstand where the softer sex were cooped up, and are still cooped up in their carriages, unable to escape the first bore who pounced upon them, are substituted the gardens at the bund at Ghorpoorie where they may at any rate escape by walking away. Why we should have had to wait for the year of grace '68, which is just dead—poor thing—for such a quasi-necessity as a promenade in a place like Poona, is not fitting to enquire. There is one now, broad and gravelled, along the edge of the river in the midst of a garden, containing a real live fountain, which persons of a sanguine temperament assure us is actually to play next rains. Who constituted this promenade, we know not; but as it was done *Consule Augusto Fortunato Bellase* in the year when Mr. Bellasis was Revenue Commissioner, we boldly ask the question, "Why should not Bellasis have a statue?" We dare not suggest that Bombay also should have its place for evening exercise, because it is so obvious that some faint imitation of a pier or a terrace by the sea is just what it should have; and also because we don't know who ought to build it in the present impecunious state of the Municipality.

Another step in the right direction in Poona is the establishment of the racket court, which in three months has become so popular a resort, that people begin to try and recollect with amazed wonder what they used to do without it; and another and a further step or plunge which the gay metropolis of the Deccan (as our contemporary the *Deccan Herald* delights to call it) is about to take, and to which we would call the attention of all our readers, is "The Poona Boating Club." The heralding forth of this is worthy of an article to itself. That it can be made the means of adding largely to the pleasures of Poona no one can doubt, and in these days when an enlightened Government have by liberally devised furlough rules made sick leave a thing to be avoided rather than sought after, the advantages of such a de-congesting liver process as rowing are, in the words of advertisements, incalculable. We commenced this article without an idea of the boating club in our head; now we are on it we may state that obscure rumours have reached us that it stands in need of funds to start it properly, that is to say, to start any large number of boats. The entrance fee we may state is Rs. 25; a slight monthly subscription is required from those who use the boats, of which six are at present on their way out. Captain Daubeny—we are sure he will excuse this unauthorized insertion of his name—is the honorary secretary, and to him should the entrance fee be sent. We trust that all dwellers in Bombay and the Mofussil who care for rowing will belong to the club at once. And by rowing men we do not mean men only who were in their college boats or who look at rowing generally from an athletic point of view. Such men we honour, but there are those whose muscles Time may have softened, who may occasionally catch crabs, yet who are fit to paddle easily a rowing boat wherein sitter clothed in muslins and ribbons may smile on their efforts. An indolent man mayn't row, but he may enjoy himself very much on a river in the soft climate of a Poona monsoon. Therefore again we recommend the Poona Boating Club to the immediate attention of all our readers, and tender our thanks to its promoters.

Whither has the muse of journalists—if there be such a one,—led us? We meant to write a critico-philosophical article on "the causes of the gloomy countenances and dreary life of Englishmen in the East," and we find ourselves appealing to our readers to support the "Poona Boating Club." The subjects have the connection between them of a line [illegible] and its remedy, a rule and its exception. With a pleasant climate, a large cantonment, which it has, and a very little trouble which we should all bestow, Poona, the Playground of the Presidency, should at any rate be an exception, and become as pleasant a place as Brighton or Scarborough during the season. F.

THE DEATH OF H. H. THE NIZAM.

APPREHENDED DISTURBANCES AT HYDERABAD.

(FROM OUR OWN CORRESPONDENT.)

SECUNDERABAD (DECCAN), 26TH FEB.

THIS evening at 5 P.M. this cantonment was on the *qui vive* on account of an order issued for all the troops to hold themselves in readiness to "turn out" at a moment's warning. No cause was assigned for this unusual order, but it being the last day of the Hindu carnival called the "Holee," many were disposed to think that it was only a precaution in case of a tumult during the night between the Hindu and Mahomedan community in the city of Hyderabad. About 6 P.M. we received the intelligence of His Highness the Nizam's sudden death, but we looked upon it as a *canard*, with our experience of the Hindu propensity to promulgate something extraordinary on the last day of this festival. There was consequently not much alarm in this cantonment this night.

27TH FEBRUARY.

Early this morning the news of the Nizam's death was confirmed officially, and rumour was busy with many versions of what would happen. The Resident at once directed the establishment of a flying line of telegraph from the Residency to Major General De Sausmarez's premises. The Prime Minister, His Excellency Sir Salar Jung, was from an early hour in the Residency conversing with Mr. Saunders. About 1 P.M. a telegram was received from the Supreme Government recognising the infant heir, of three years of age, as successor to the throne. At 12 noon seventeen minute guns were fired from the Mud Battery in this cantonment, prefaced by two guns in rapid succession, announcing the demise of the Nizam, and cautioning the troops in the cantonment to be on the alert in consequence of the occurrence. Towards the evening there seems to have been a division in the city on the question as to who should be elected as the proper guardian of the young Prince. The Nizam on his death-bed declared and willed that Shum-shu-ool-rao should be the guardian of his son, but as this noble has all along been aiming for the Prime Ministership, and seeking therefore to overthrow the present Minister, this was on political grounds objected to, and opposed also by the party who are on the side of the late Nizam's brother, and who are loud in their demand that he should be the guardian of the infant Prince. With a new Viceroy like Earl Mayo, everybody here feels satisfied that His Excellency's decision in this matter will be greatly influenced by the late Resident and present Financial Minister, Sir Richard Temple. Shum-shu-ool-rao is the nephew of the last Nizam, and one of the Nizam's brothers is a State prisoner at Golconda. The selection of the present Prime Minister's party is for the next brother surnamed "Miglejee."

28TH FEBRUARY.

This morning at 7 o'clock the Resident's carriage came in from Chudderghat. The troops were attending divine service, and during service Colonel Knox, Commandant 18th Hussars, was seen to leave the church; a little after, the serjeant major of the corps also followed; and within a few minutes after this again, all the trumpeters were called out: general apprehension pervaded the church, but nothing occurred. After service we learnt that there was an uproar in the city, that the followers of the two hostile parties had come, or were about to come, into collision. The Artillery and Hussars have been under arms ever since, ready to start off towards Hyderabad city on the specified signal, which is to be two guns fired off in rapid succession, followed by three more after a short interval. The rumours are various, and one does not know which one to credit. One version is this, that the Resident, acting under the orders of the Viceroy, has allowed [illegible] is to be formally placed on the throne, according to custom, and acknowledged by his subjects as the Nizam; and has intimated that if his subjects should fail to do this the Government would be [illegible] to interfere. The nature of this interference is yet to be known, if by to-morrow at noon there is no official announcement by a salute of the infant Prince's accession to his late father's throne. Up to this time, 5 P.M., the troops are in readiness and under arms. The 4th Regiment M. N. I. has gone on towards the city in advance.

The Nizam died of disease of the heart combined with hydrocele.

INDIAN NEWS-LETTER.

(FROM OUR OWN CORRESPONDENT.)

SURAT, 1ST MARCH.

I AM not defunct, as you might suppose, judging from my "brilliant flash of silence." No, I am not "the late lamented," and have left no orphan butler to weep over lost profits. The fact is we are not a violently demonstrative colony, we people of Surat. As a r

space thus gained will admit of the construction of roads, and other improvements which will more than compensate for any inconveniences which can arise from the passage of occasional railway trains. They believe also that further reclamations at the west of Colaba which can be made whenever required, at a moderate cost and without obstructing the Esplanade, will be the best and only means of preserving that most valuable space from the urgent demands for building sites in the neighbourhood of the Fort which must in the course of time be anticipated.

That your petitioners would take this opportunity of urging upon your Excellency the advantages to be derived from the formation of a common "sorting station," where the two lines at present existing and all others which hereafter may be formed must necessarily converge. A line of junction between the two stations at Waree Bunder and Colaba respectively was proposed even as far back as 1861. The adoption of such a station, common to all lines, would secure the utmost advantage to the public from all stations within the limits of the town, and reduce to a minimum the inconveniences attending a line of railway, not only to those who resort to the Esplanade, but to those who reside in far more crowded parts of the Fort and city.

And your petitioners, as in duty bound, will ever pray.

LATE TELEGRAPH OPERATIONS AT THE PERSIAN GULF AND MEKRAN COAST.

A COMMUNICATION from Mr. H. I. Walton, the Director, Mekran Coast and Sub-marine Telegraph, dated Kurrachee the 19th December last, and addressed to the Director-in-Chief, Indo-European Telegraph Department, gives an account of the trip he made in the steamer *Lord Elphinstone* to arrange for the transfer of the Mussendom station to Jask and to decide on the sites for the Jask and Charbar offices. He was accompanied on that occasion by Lieutenant Morgan, R.E., the officer charged with the erection of the buildings at Henjam, Jask and Charbar.

"Owing," he says in his report, "to prevalence of fever at Guadur, I had already used that station as one of observation only, thus throwing all the work on Mussendom station and causing some delay in the transmission of messages. Finding that the health of the station did not improve, I left the assistant superintendent and two clerks only, intending to remove them also if they succumbed to the fever. I was obliged to remove the apothecary as he was too ill to attend to his duties. This state of affairs rendered it important that a station should be opened at Jask at the earliest moment.

"On my arrival at Charbar I found that the Wullee had gone to Muscat, but the two sons were there and the village head man, one Ismail, a Khojah. I explained to them for what purpose I had come to Charbar and that the telegraph station was about to be established by permission of the Sultan of Muscat. They had on many previous occasions (for I almost invariably called at Charbar when passing that port,) told me that the Sultan had given instructions regarding our operations on the coast and they renewed their assurances that they would give me every assistance. We therefore landed the men of the Public Works Department, and Lieutenant Morgan gave the necessary instructions to his subordinates to begin the work without delay.

"At Charbar abundance of good water and a small quantity of supplies are procurable. No camel's fodder or coolies are to be obtained there on any terms. The office is being erected about half a mile south east of the town.

"On the 12th November I anchored on the east side of Jask promontory and commenced to land the men and stores belonging to the Public Works Department. Having decided that the best position for the office would be near the centre of the promontory about a third of a mile from the point, Lieutenant Morgan gave the necessary instructions for the work to be commenced without delay.

"The village of Jask is some five or six miles from the landing place and I did not see the Naib, who is a Beloochee, but on previous occasions I had seen him and now his brother and others whom he sent to me reiterated the assurance that we should have every assistance from them, that they had been instructed from Muscat that we were coming and that we could choose our own sites for building on. As usual these people assured me that camels could be obtained to any number, that sheep and fowls were always procurable and that we had only to ask for what we wanted and it would be supplied. The truth is, that not a camel, sheep, or fowl is procurable at Jask, but it seems to be customary etiquette all along the coast to assure one that the country abounds with every requisite for travelling, whereas it is just the contrary, and except for a very few animals at a time, even water and fodder are not obtainable.

"From Jask I crossed to Mussendom arriving there on the 15th November, and after arranging for the early removal of the station, and taking on board some twenty-five men of the Public Works Department, who had been employed in taking to pieces the large upper storey wooden building, I left for Kurrachee calling at Jask and Guadur on my way down.

"I was fortunate enough to arrive at Kurrachee (on the 18th, November) in time to have a short interview with yourself, when you gave your approval to my suggestion to take the cable into Jask at once and to open an office there. On receiving this sanction I at once arranged with Lieutenant Stiffe regarding the landing of the cable and adopted measures to have the requisite tents, stores and instruments prepared for shipment."

Mr. Walton then goes on to give the details of the work. At Jask the shore ends were landed and deep-sea cables on both circuits were joined on to them, and successfully was this duty conducted by that officer

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THE LATE ACCIDENT ON THE BHORE GHAUT.

PROCEEDINGS OF THE GOVERNMENT COMMISSION.

THIRD DAY, MARCH 3.

THE Commission resumed its sitting this morning shortly after 9 o'clock.

Commissioners:—Hon'ble L. H. Bayley, president; Col. Trevor, R. E.; Mr. A. F. Bollasis, C. S.; Mr. Forde, C. E.; Captain Henry; Mr. Dosabhoy Framjee; and Captain Hancock, R. E., secretary.

William Curtis, police inspector, deposed to having proceeded from Bombay to the Reversing Station on the morning of the accident, and arriving there about eight hours after the occurrence. At the Reversing Station had received charge of the property from Mr. Middleton and Mr. MacMahon. The property was made up in about three dozen bundles. Took the property to Bombay, sealed it up till next day, and then took an inventory. About eighteen people had claimed property in Bombay, and satisfied the police authorities that they were the owners. Receipts had been taken from the recipients. Had yesterday taken the remainder of the property to Kirkee, where five large bundles were claimed. Some of the property was still in his charge. Witness then produced a list of claims made and the receipts taken from those to whom property was delivered.

Stephen Burn, station-master at the Reversing Station, deposed to everything having been done for the wounded at his station. Did not see or hear of any looting. Considered it would be well to lengthen the station so that trains might be pulled up.

A. T. L. Pinnock, running-shed foreman at Lanowlee, deposed to the engine which went over the embankment having been in proper order when it left Lanowlee, and to all the sand boxes having been full but one, which one was half full. Had seen the engine after the smash, and could take his oath that it had been reversed.

William Todd and William Sherrin, carriage examiners at Lanowlee, deposed to having examined the carriages and the brakes of the train before it left Lanowlee, and to their being in perfect good order.

William Raeburn, permanent-way inspector between a short distance east from Lanowlee to two miles on the Lanowlee side of Thackorwaddy, said that there was very much dew on the morning of the accident. Had never seen heavier dew on the line. Sand injures the rails very much. There might be one or two steel rails between Khandala and the Reversing Station, but no length of them. In the Khandala cutting there were thirty-seven chains and there were about nine chains at the tip of the embankment at Lanowlee.

Mr. William Buyers, assistant engineer on the Bhore Ghaut, had been living in a bungalow near the Reversing Station on a hill called Battery Hill. Had been called between two and three o'clock on the morning of the accident. Described the position of the carriages when he arrived. Every assistance was given to the wounded and every care taken to recover all the dead bodies. No bodies could possibly have been left undiscovered. Considered the line between Lanowlee and the Reversing Station perfectly safe under ordinary precautions. Thought it would be well to enlarge the Reversing Station. The only cause of the accident, so far as he could think, was that the driver or guard might have committed an error of judgment by allowing the train to attain too great a speed before applying the brakes to their utmost. Arton, when he saw him at the station, was perfectly sober, and appeared to be quite collected. Cogle was lying on a bed in the station-master's house. The heavy engines now used had a greater grip than the light engines which were formerly in use.

Mr. William H. Middleton, district traffic manager, Poona division, said that he had been for over five years in the service of the G. I. P. Railway. On the morning of the 26th January at 2-30 he received a telegram reporting the accident, upon which he sent special messengers to Drs. Law, Asher, and Arnot, and an apothecary from the hospital, and got down in train with readiness. He also requested Dr. Frazer, the Railway Magistrate, the Resident Engineer, and the Consulting Engineer. They all left Poona at 4-20 A.M. and reached the Reversing Station at 6 o'clock. The morning was very dewy and foggy, and the water was dripping from the tops of the carriages. It was quite impossible that any one could have been wounded or killed without having been seen either then or afterwards. Those passengers who had wished to proceed on their journey left by a special train at 4-30 A.M. to Bombay. Everything that could possibly be done for the wounded was done, and no complaints had been made by the wounded that they were not properly attended to. He heard only one complaint of property having been stolen, and that was by a woman, and she remained until her property was found and given to her and then she was satisfied. He had considerable experience of the Ghaut, and had on extraordinary occasions acted as incline guard. He had only experienced difficulty in ascending or descending on two occasions—on January 15th 1867, and on the morning of the accident. On the first occasion he left Lanowlee at 12-15 with the passenger train which left Poona at 10 o'clock. He had four incline and two main line brakes. It was a very dewy morning and there was in a saloon carriage and thought the train was going too fast when it tipped the bank, and when they were half way down the 1 in 37 he heard the driver sound the deep-toned whistle calling on the guard to put on his brakes. A great piece of rock had fallen down about 300 yards ahead. Had the train been running at the average speed could have been pulled up in less than that distance, but as it was it ran into the rock, carried away the engine gearing, and caused the engine and brakes to be perfectly useless. The line was cleared, and the director had to take off his gearing and they worked the train by means of the brakes into the Reversing Station. The regulation speed of twelve miles an hour was safe. He had gone down at 25 miles an hour. That, however, was not in an ordinary train, but on the occasion when Colonel Trevor and other gentlemen went down. On the morning after the accident he should say that the cause of the accident was the wheels skitting on greasy rails. A safety siding or an extension of the line at the end of the Reversing Station would make it perfectly safe. No other part of the Ghaut required additional works to make it safe. Had ascertained the number of tickets taken at Poona in the train which ran away. There were one first, eleven second, and 203¼ third, and that was the number in the train after it left Khandala. He had taken pains to verify that statement, because an impression had gone abroad and been circulated through the native press that there were a much larger number of persons in the train and more killed and wounded. When an accident took place there was always a tendency on the part of the native press to very greatly exaggerate and say that a greater number of people were killed and wounded than is really the case. And this was not confined to this part of India. The same applied to their property. There were no complaints made by any of the passengers as to their having been looted or that the dead or wounded had been disposed of in any but a proper manner.

Mr. Dosabhoy Framjee asked whether it would not be desirable in case of an accident like this that the Railway Company should preserve the number of passengers leaving the scene of the accident, that there might be no ground for misrepresentation afterwards.

Mr. Middleton—The native press would simply not believe that.

Mr. Dosabhoy—I don't agree with you there; but would it not be possible to do so by accident tickets or something of that sort?

Mr. Middleton—I don't think they would believe any statement.

Mr. Dosabhoy—There ought to be proof by figures, when everybody would believe it. There is no proper proof as to exact number of passengers who left the Reversing Station. If we had satisfactory proof of the number booked and of the number that left, there would have been no dispute at all. Is it not possible to get at facts when passengers return from a place like this accident?

The President (to Mr. Dosabhoy)—You have seen the place and heard it stated that it is impossible that any one could have been killed and wounded who have not been accounted for. As for disposing of the bodies it is not a thing a native will do to touch a dead body.

Mr. Dosabhoy—I have already said I do not think the impression abroad is correct; but I wish to have the doubt cleared one way or the other, and I also wish to call the attention of Mr. Middleton to the desirability of some steps being taken for the future to obtain more satisfactory proof.

The President—After accidents do not passengers often walk away without reference to their companions?

Mr. Middleton—It is possible that some may have been walked away; but I am morally certain that all the wounded and dead have been accounted for.

Examination continued—There was a disinclination among the natives to touch dead bodies and the natives did not assist at all, with the exception of the railway people. No people made any enquiries as to a missing father, mother, brother, sister, or child. Except in certain native papers there had not been any complaints that persons were missing who had not been accounted for. Colonel Trevor—Do natives when hurt claim compensation?—A. Yes. Colonel Trevor—And therefore they would not be likely to conceal their hurt?—A. No, that they would not.

Mr. Dosabhoy Framjee (producing a memorandum)—Here is a statement which gives nineteen, whereas your list gives it fourteen as killed.

Mr. Middleton—The remainder died in hospital after the accident. There were 14 killed on the spot; one died coming to the hospital, and four have since died so that is nineteen.

Mr. Dosabhoy—Was there any European, Henry S. Williams, killed?

Mr. Middleton—No.

Mr. Dosabhoy—Here is a native paper the *Indu-Prakash* which gives that name, and what is more; some of the nineteen there are not the same mentioned in the Railway list.

Mr. Middleton—I am not responsible for the names I am sure about the number.

Mr. Dosabhoy—But the paper says that there were 34 more killed, whose names are not known. What do you say to that?

Mr. Middleton—I can say that the statement is untrue.

The President—I have read that native newspaper, and a more untruthful and exaggerated misstatement of facts I have never seen. My mind is quite satisfied as to the number of killed and wounded.

Mr. Dosabhoy—Do you say on oath that this statement is untrue?

Mr. Middleton—I say it is a gross untruth.

Mr. Knox—We shall at once institute proceedings against the editor of this paper for making that statement. I think it is only fair and just to the Company that I should do so.

The guard Cogle having expressed a wish to make a statement he was re-called. He said that he had unintentionally omitted to state that on leaving Lanowlee the native fireman did not put on his brake in proper time and that he (witness) was obliged to call his attention to it. That was probably the reason why the train got the start it did between Lanowlee and Khandala, but the same thing, however, did not occur when they started from Khandala.

Mr. H. P. LeMesurier, chief resident engineer of the G. I. P. Railway, Poona division, said he had held his present appointment since September 1868 and had been fifteen years on the East India Railway. Was acquainted with the Bhore Ghaut and produced a plan showing the tunnels, mileage, &c. There was a small portion of the line with steel rails between Lanowlee and Khandala, but there were none between Khandala and the Reversing Station. Steel rails would have an effect upon the speed of a train, as, if it was descending, the brakes would have less power unless sand was used, and if there were steel tires they would not bite as well as with iron rails. He could not tell exactly how many chains of steel rails there were between Lanowlee and Khandala. The longest piece was just going into Khandala somewhere about half a mile. He believed the intention had been to gradually substitute steel rails for iron down the Ghaut; as the old iron rails wanted renewing they would supply their places with steel. Some of the engines had steel tires; this particular engine had steel tires. Steel upon steel was of course much more slippery than iron. Steel rails did not, however, wear flat so quickly, and presented a slightly more convex surface than iron rails, and were more economical in the end. He did not know if there was any other particular reason against them; they were generally considered an improvement upon iron rails, and had been used upon other inclines with advantage. He had had no actual experience of the Ghaut engines, and therefore could not say whether they were an improvement or not upon the old Ghaut engines which were formerly in use, but he was not particularly well disposed towards them, though they were very fine engines of their kind. Before they were adopted he had no doubt the matter was well considered, and a conclusion only come to after much deliberation. He was merely giving his own impressions; he had no bias one way or the other, and was perfectly unprejudiced in the matter. He had not considered the line safe from Lanowlee to the Reversing Station before the accident, because a runaway train had nothing to bring it up, and if a train broke away it must go through the Reversing Station, and there was no catch siding. The other part of the line was safe enough. Many schemes had been thought of to make the Reversing Station safe. Several schemes had occurred to himself, but he found that they had been thought of by Mr. Rushton. Mr. Rushton had thought that a continuation beyond the end of the Reversing Station and up to the end of the bank; and that was one of his schemes. Another which had been talked of was to take the line round the hill and back to the opposite side, so as to make a Reversing Station of all. The question was altogether a very complicated one and required a great deal of thinking about, and no doubt Mr. Rushton had considered, as he did, that it was absolutely necessary to do something to make the line safe. The stop blocks would give way to a train at once, and if they had a perpendicular wall of rock and ran the engine into that at a speed of 25 miles an hour it would do as much or probably rather more harm than if the train went over the embankment. The height the engine went over at the Reversing Station was about thirty-five or forty feet. There was a steep ravine on the one side and more of a slope on the other. For many reasons he would rather continue the Reversing Station than make a catch siding. There had been a proposal for putting a catch siding up the side of Battery Hill, but that was a very rough place to make one, and the only next alternative would be to commence the catch siding at the end of the gradient of 1 in 37, or as near that as possible, so that they would have all the level for the catch siding. Or they might cross the hill at the end of the Reversing Station, but if the train ran over thatthey would have a greater fall than there was in the present place. The catch siding at the Thull Ghaut was in his opinion sufficient. Did not approve of a Reversing Station under any circumstances. As a very heavy expenditure would have to be incurred on the Bhore Ghaut at any rate, it was a question whether it would not be as well to take the line right round the hill at the Reversing Station. The line would then describe an irregular circle round the hill, and join the present line. Orders had already been issued for a survey of the hill on the opposite side from the Reversing Station, and estimates had been prepared for an *ad interim* precautionary arrangement to the working of the Ghaut as safe as possible—viz., the continuation of the earth embankment at the Reversing Station for 100 yards or so. He knew Fell's system, not from practical experience but from books, but thought there would be no advantage to the line of the Bhore Ghaut. Since the Commission had been sitting, it had struck him that with such great responsibility upon the driver and the firemen, it would be desirable to have European firemen, because the European driver might get his finger squeezed or a piece of coke in his eye just at a critical moment, when the native firemen were very likely to lose their presence of mind should anything unusual occur. He was not prepared to admit that sand from the sand pipes did not rest on the rails. If the train was going at a great speed over dry rails, it would be difficult to get the sand to stay on the rails, but it was when the rails were damp that there was danger on the Ghaut, and it would be a tremendous breeze which would blow sand off wet rails. It would be possible to make the sand boxes self-acting so as not to leave the sprinkling of the sand to trained natives. Check rails—rails to prevent trains running at great speed going off the time at sharp curves—were being laid down as fast as possible where they were required. They had been laid between Lanowlee and the Reversing Station. Catch rails were decidedly a protection. [illegible] Dew certainly made the rails slippery, and very much diminished the value of ordinary precautions. The late accident, he thought, must have been caused in this way. If the driver of the runaway train had accelerated speed beyond the margin of safety, which was assumed to be twelve miles an hour, at a moment when a combination of circumstances were against the brake power. He could not say whether sand had been used on that occasion, but if sand had been freely used the train must have been brought up. He had been in the train which went down the Ghaut the morning after the accident with other officials, and attributed the unusual speed attained by that train to be owing to the drivers reckoning too much upon the brake power they had. They would probably think, "We are all brake power this morning," and not be so careful as usual. The train took a decided shoot on the steel rails at the Khandala cutting. It was a dewy morning. Steel rails were more economical in the end, but were more slippery. With the present construction of buffers, it would only work the sand box on one side, and sanding only on one side might have the effect of throwing the train off the line. On the Ceylon Railway incline they worked very well with brakes on every carriage on a continuous incline of 1 in 45 of 12 miles. Of that 8 miles was curve, and 4 miles straight, the sharpest curve being 660 feet. The brakes on that railway were a modification of Clark's brake, giving each carriage an independent brake. The goods engines on the incline are special engines, and weight thirty-two tons and their loaded tenders weigh fourteen tons. The engines have six wheels, coupled, 4 ft. 5 in. in diameter. There are brakes on the tender, but no brakes on the engine. The tender brakes are never used except as a precautionary measure on emergent occasions when they want to bring upon the middle of the incline. They have no special brake vans at all. The goods train brakes weigh eleven tons, and the passeger brakes five tons. The passenger trains consist of engine, tender, and ten coaches—eight passenger carriages and two passenger brakes,—with the engine and tender. Clark's brake has been so modified that every carriage has an independent brake. All these brakes are screwed on at the top of the incline, and the train pulls up half way. They never let the wheels skit if they can possibly help it. Their guage is 5 ft. 6 in., and the maximum cant on the incline is 8 in., but on the main line it is 10½ inches. They don't pitch their outer rail so much on the incline as they do on similar curves on other gradients. The third class carriages carry forty-eight passengers; the first-class has three compartments, pretty much as the G. I. P. carriages. They cannot pull up nearly as quickly in the morning and evening as in the daytime, because the rails get very greasy with dew, but pelting rain does not cause anything like so bad an effect. The goods trains are very heavy—from eighteen to twenty waggons, each waggon being five tons, and the load six tons, making each vehicle weigh when loaded eleven tons; there is one heavy goods brake, of eleven tons, behind, and one in the middle of the train, and an incline engine, an ordinary engine, and two tenders. The ordinary engine is behind the train. Then they have lever brakes instead of the modification of Clark's brake to the wheels of the goods trains, and there is a heavy weight hanging to the end of the lever. The Ceylon line had been open for a year without any accident having occurred. Did not know anything personally of the Alps or Simla inclines. One would think that brake power applied to each carriage with the incline brakes as they had seen on the train that had passed Lanowlee that morning would render an accident almost impossible, but on a greasy morning, without sand, the brakes were scarcely worth a snuff. He would not have the whole sixteen miles of incline sanded, but would select a certain number of favourable places for putting down sand. The line was always sanded now at certain places on greasy mornings. Thought the driver of the runaway train had done the best thing he could do when he reversed his engine, his wheels being skitting.

Mr. John Fox Bell, District Locomotive Superintendent at Lanowlee, deposed to the runaway engine having been in perfect order when he last saw it, which he thought was on the morning of the 25th Jan. The driver Arton was a sober man. Had gone to the Reversing Station about six o'clock on the morning of the accident. Could not tell whether the engine had been reversed, because the lever was covered with *debris*, but there were marks on the wheels which led him to believe that the engine had been reversed. Did not see any objection to the present Ghaut engines on account of their size. Thought the working of the Ghaut was quite safe, but should prefer to have a catch siding at the Reversing Station. The men employed on the Ghaut were decidedly a respectable body of men, and it was considered an honour to be put on the Ghaut incline. If there was anything wrong with a carriage before it left Lanowlee, it would be certain to be discovered. Thought that if everything was in good order and the men were quick, the brake power was sufficient to pull up a train on the Ghaut, going at twelve miles an hour on a wet morning, within 100 yards. He fancied that the native firemen might keep their presence of mind to put down sand up to the moment he had to jump on the night of the accident. It would be better to have one sand box with one pipe which would go to both sides. Had three Parsee drivers doing very well at Lanowlee.

Vincent Martin, fitter at Lanowlee, who had taken the engine which ran over the embarkment to pieces, deposed to the lever of the engine being in back gear when he went to take it down. There are five notches, and the engine was two notches and a half in back gear. The sudden fall of the engine could not have jerked it back. Could not tell whether the brakes had been put on or not.

This concluded the evidence to be taken at Lanowlee, and the Commission then adjourned till 10 o'clock on Monday at Egutpoora. The Commissioners returned to Bombay by a especial train which left Lanowlee at 4 o'clock, and reached Bombay at 7-45 P.M.

BOMBAY TRACT AND BOOK SOCIETY.

THE annual meeting of the Bombay Tract and Book Society was held in the office on Wednesday evening. There was a good attendance, and Lieutenant Colonel Kirby, Adjutant General, occupied the chair.

The meeting was opened with prayer by the Rev. Mr. Carss, and the chairman then made a few introductory remarks. After this the secretary (Mr. Bowen) read the forty-first annual report of the committee, of which the following were the chief portions:—

GENERAL REMARKS.—The Rev. S. B. Munger, of the American Mission, an esteemed member of our committee, died in the midst of his work last July. He had been a missionary in Western India for about a third of a century. We are indebted to him for several Marathi works of much value. Through them, though dead, may he yet speak to the lasting good of many. On the departure of Mr. John Thomson who for two years had kindly served the society in the office of treasurer, Mr. J. B. Paterson obligingly undertook the duties. An excellent digest of the work of the Bombay Tract and Book Society, with remarks on its present position and needs, was prepared at the request of the Religious Tract Society, London, last year, by J. Murdoch, Esq., and of its valuable statistics and statements we shall be glad to avail ourselves in this report.

NEW PUBLICATIONS.—*The Price of Wisdom is above Rubies*, is a little tract in Marathi translated by the Rev. Narayan Sheshadri from the English. In an interesting narrative some of the chief things in religion are happily embodied. *True Repentance*, is an original work in Marathi from the same pen. Some of the erroneous notions regarding the nature and place of repentance are here examined and exposed, and the Scriptural doctrine stated and enforced. *Characteristics of True Religion*, is also an original work in Marathi from the pen of the Rev. Narayan Sheshadri. Its title points out its character. It treats of certain important characteristics, present in Christianity and wanting in other religions, which belong essentially to a true revelation. The people of this country, slowly coming to understand their obligation to prove all things, even religion, may be helped by this little treatise. *The Moharram Festival.*—This tract was prepared by Mr. Shadroo Daji Kukade. It is in Marathi, a language spoken and read by many Musulmans in Bombay. The origin and intent of this popular festival, the irreconcilableness of its observance with the tenets of the Koran, and its objectionableness on higher grounds, are faithfully and cogently presented in this little tract. We have placed this tract in the gratuitous series.—We may here mention the publication of a new edition of the Rev. Dr. J. Murray Mitchell's *Conflict of Christianity and Paganism*, inasmuch as it has been carefully revised and enlarged by him. This very valuable treatise is well deserving the attention of the young men of India, both Brahmo-Somajists and others, and we hope they will not shrink from considering the powerful argument which it so happily embodies and so eloquently enforces.

PAPER AND PRINTING.—We have printed 125,610 copies, viz.: Marathi, Balbodh 102,000; Mod. 19,000; Hindustani 1,000; English, 3,610. For the Chr. Vern. Education Society, 21,250.

CIRCULATION.—The committee reported that they had been favoured with a number of letters testifying to the usefulness of the publications both Vernacular and English. Mr. Bickers, of the City Mission, after referring to the varied reception—sometimes hostile, sometimes favourable—given to the tracts, said:—"Mr. Kobke and myself, for nine months in the year, distributed, pretty freely, tracts in many languages; at every institution, at every lodging house, in the streets, at the bunders, giving to some an oral preface upon the matter contained in the pamphlets. The sick in hospital have been amply supplied, and we have good reason to believe, that many publican's prayer has ascended to the courts of heaven and many a soul dragged away from the archfiend, through the admonitory, expository, and love-breathing echoes of good men. As to the subject-matter of your varied collections I find every link in the great chain of Theology. If I want a treatise on man's fall, I have it; if on the provision for his rising, it is there. If I wish to show Christ's willingness and ability to save even the most deprived, I see him held up as such, a song and a solace. If a call should be made for expositions on the atonement, the efficacy of the precious blood, the nature and necessity of the new birth, and the Holy Spirit's great work in sanctification, your treasury is qualified to meet the exigencies of every case. I find your little publications of special use to me, when desirous to make plain to enquirers matters of doctrine. I fell sure the future will reveal to all who have a hand in the above evangelistic scheme, a harvest brought about by God's blessing on the good matter contained in the publications issued from our Bombay depôt, that will shame them, for they will then see, how God kept the fruit of their labours in the dark back ground, lest they should take glory to themselves. It is good seed, and therefore must bring forth good fruit. Though your Tract Society's Depôt has been said to occupy unnecessary ground in our fair city, it is to us who have an interest in the great Shepherd of the sheep, like unto Joseph's granaries where the needy repair for soul sustenance. This Bethlehem in Bombay, the house of bread, from which thousands are fed with the precious things of God."—Mr. Kobke, of the same mission, said:—"As my labour is chiefly among sailors (of all nations), I have had the privilege during the last twelve months of distributing about 6,000 tracts of which 1,000 were foreign. I am happy to state that tracts in the languages have been the means of inducing the men of these different nations to purchase Bibles, which, I trust, will eventually lead them to the Saviour." The Rev. Wm. Booth Keer, S.P.G. Society, Bombay harbour, also said:—"I am not an advocate for the indiscriminate sowing or, if you please, circulation of tracts, but among a large body of seamen such as we have, with few books to read, tracts are very acceptable, especially while the men are waiting at the Bunder with nothing to do, as well as when visited in their forecastles. They also take away tracts from the services on Sundays. I think, as a rule, the men prefer the excellent biographical series, with a portrait on the title page, and next, the large prize tracts for working men." Mr. Keer returned his best thanks to the society for the several very acceptable and useful grants made him the last year. Extracts were also given from the letter of the Rev. Messrs. C. C. Mengе, Church Missionary Society, Mallegaum; R. S. Wilder, American Missionary, Kolapore; A. Abbott, American Mission, Satara; Jas. Wilson, Church Missionary Society, Aurungabad; and Narayen Shehadri, F. C. Rural Mission, Indapoor; and Mr. Powell, Army Scripture Reader, now at Kurrachee; and Mr. Reeves, Army Scripture Reader, Mhow.

COLPORTAGE.—The diminution in the sale of vernacular tracts is owing no doubt to the fact that a smaller number of colporteurs have been receiving aid from the Society than was the case in the previous year.

GRANTS.—We have again to acknowledge the liberal aid of the Parent Society, in granting us 450 reams of printing paper, and tracts of the value of £25. Grants have been made by us in reply to applications from a library in Upper Girgaum, and in behalf of the men of the steam-ship *Rangoon*. In accordance with the suggestion of Mr. Murdoch, the committee directed that grants should be made from the old stock of the depository, to Harbour Missionaries, City Missionaries, and Army Scripture Readers to be put into circulation by them in the way that shall seem most suitable. 1,536 volumes of all sizes, besides a large number of periodicals were accordingly set apart for this object and divided into twelve portions which are being made over respectively to the agents above referred to.

FINANCES.—The receipts on account of sales in 1868 amounted to Rs. 9,280, a sum in advance of those of 1867 by Rs. 1,620. Our receipts from this source have doubled in six years. To the sum abovementioned should be added about Rs. 550, proceeds of tracts retained by the colporteurs who sold them. The sale of English periodicals yielded Rs. 1,913. The contributions amounted to Rs. 1,973-12-6 besides Rs. 1,250 placed to our credit with the Religious Tract Society. The net income from rent was Rs. 2,433. Our printing expenses amounted to Rs. 3,535. We have paid for imported books Rs. 7,186; for books purchased in India Rs. 435. The Depository Establishment cost Rs. 1,154; the petty expenditure (postage and the receipt and despatch of books) came to Rs. 963; Rs. 269 was paid for colportage. Our total receipts in 1868 were Rs. 13,746-15-1; our total expenditure Rs. 13,683-8-0.

ISSUES.—The issues of the past year, not including imported tracts and books, amount to 81,967 copies; viz.: Marathi, 64,226 (including Modi 5,854); Gujerati, 12,910; Hindustani, 2,402; Tamil, 735, etc. The issues in 1867 were 91,780. Of imported tracts we have issued 45,000. These were chiefly English, but included French, Swedish, Norwegian, Danish, German, Italian, Spanish, Russian, Greek, Welsh, Portuguese, and Dutch. Of the vernacular works published on account of the Chr. Vern. Education Society, 18,434 copies were issued; viz. 17,434 Marathi, 660 Guzerati, and 310 Urdu and Hindee.

The Rev. Dr. Wilson then moved "that the abstract of the report now read be approved, printed and circulated." In supporting this he referred to the death of the Rev. Mr. Munger. Deceased had been truly one who took a devoted interest in the service of the Society in this presidency. He was an excellent Marathi scholar acquainted not merely with the colloquial, as spoken by the people here, but with the language of the Marathi as written in the poems circulated throughout the country, and that gave him great power among the people and made him most useful to the Society. The Tract and Book Society had suffered a great loss by his removal. And he could not refer to this without alluding to an event which had happened in a distant land—he meant the death of Mr. George Candy, brother of the excellent president of this Society, and which no doubt accounted for the absence of the Major that evening. Mr. George Candy was one of the original members of this Society, and like his brother was distinguished for his knowledge of the Marathi language and had along with his brother cooperated with Major Molesworth in the composition of the Marathi dictionary. He availed himself of this institution not only for tracts in the English language but for others in Eastern languages to be circulated in Bombay. They all knew the position he occupied with reference to the Indo-British population, and not merely to these people but to the professing Christians connected with the Church of England in general. Very obvious blessings had attended his ministrations—many who had gone astray from the flock of Christ had been recalled by his ministry, and many who had not gone astray had been greatly encouraged by him in the Christian warfare and work. (Hear, hear.) With reference to the new publications the Reverend Doctor referred in high terms to the gratifying and encouraging zeal of the Rev. Narayen Shehadri, to whom the Society was much indebted for translations from English to Marathi—who had admitted no fewer than 12 persons to the Christian Church, and who, through the aid of funds, had established anglo-vernacular schools at Indapoor and at several other stations in Western India. Prominent among the publications was that by Dr. Mitchell, and he joined in the hope expressed by the secretary that it would fall into the hands of some young men in Bombay engaged in religious enquiries.

He considered these young men had taken a great step during the last two years. It was of much importance that they had left the conceits of man's deceitful heart and imagination, that they had pondered on the evils of the worship of false gods, and had approached the worship of the true God. It was quite true that these young men were not yet offering up prayers in the name of the Mediator in whom all must repose their hopes of salvation, but Christians must pray that they might be converted to the truth and convinced of their own sinfulness. (Applause.) It was very pleasing to notice the publication of new tracts, because there was a great necessity for these, as it was difficult to find vehicles for the truth. It was only last Sunday he had occasion to refer to the use of the public press in connection with the mission to which he himself belonged, and he then made the statement that the publication of the press had been eminently blessed to this place. Testimonies were given in the report as to the blessings that had accompanied the circulation of tracts, and he could say for all missionaries that they felt an interest in this Society. He must say for Europeans that it would be well for them to examine the stores of the Society. There was a light way of speaking of the Tract Society, but there was no necessity for such. Many of the works in their possession were of much interest, written as they were, by the Reformers who had laid down their lives for the precious truths, and the history of the truth—by the Puritans of the seventeeth century—by the Methodists of last century—and by a host of ministers connected with the Christian churches, who had carried on their works during this era. These works were calculated to do much good, and it would be well for the interests of society were less attention paid to the ephemeral productions issuing from the press, and more attention paid to the religious works of which many were to be found in their depository. (Applause.) He had a portion of the *Bombay Government Gazette* of 18th February containing a list of the publications registered in the presidency during the quarter ending the 31st March last year. These altogether numbered 188, and while no doubt some of the books were of little consequence and some might be of an injurious tendency, there were some of a useful character, and some of them of a religious character containing the word of God set forth in a suitable manner to the native community:—some of them could not but prove of the greatest use to the young native community in their important enquiry after religious knowledge: and some of the Sanscrit works were of an educational character, and were useful in carrying on studies. He thought it was very creditable to their presidency that such works were published around them, and when they saw this activity in the publication of books it showed them that this Society ought to be active in their work and not be behindhand in publishing the word of God. (Applause.)

The Rev. Mr. Weatherhead seconded the adoption, which was at once agreed to.

The Rev. Dhunjeebhoy Nowrojee then made a few remarks on the operations of the Society. The superstition and prejudices of the people were fast giving way, and it rested with Christians to take advantage of that circumstance. They should not only increase the number of their publications, but they should vary them, and publish not only rudimental books, but literary, scientific, and historical books, all written from a Christian point of view. He was sure that were such publications issued, the natives of this country would come forward and purchase them. Another point was that periodical literature was a great favourite with the educated people of this country, and he thought it would be desirable were some periodicals published here on the same principle as *Good Words* and the *Leisure Hour*. It might be said that such works would incur a deal of expense for writers, but there were plenty of gentlemen, and ladies too, in Bombay who could well write for such works, and why should not these use their pens in writing such literature as would be suitable for the people? Then he thought illustrations should be used, especially in the tracts and books designed for young people. Books with pictures were "taking," their attractions were increased, and some happy results might flow from the perusal of them. There were no people more taken by outward appearances than the Easterns, and if nicely bound tracts with illustrations were put before them, they would soon make purchases. There was a little old saying, Where there's a will there's a way," and he thought if they adopted these improvements on their publications, the Society would find it to their advantage.

The Rev. Mr. Payne, of the London Missionary Society, followed with some remarks on the tract circulation at Calcutta, and Mr. Shaw, Army Scripture Reader at Colaba, also gave some account of his experiences chiefly at Zoolah.

Mr. J. Jackson then moved the appointment of the following gentlemen as office-bearers for the ensuing year:—*President*—Major Candy. *Secretary*—Rev. G. Bowen. *Treasurer*—Mr. T. B. Paterson. *Committee*—Messrs. J. Burgess, A. Taylor, J. Morris, A. R. Gordon, W. Maidment, R. H. Showell, Drs. Eccles, Young and Partridge, and all Protestant Ministers who are members of the Society.

This was seconded by Mr. T. Glover and unanimously carried.

The Rev. D. C. Boyd then pronounced the benediction, and the meeting separated.

GENERAL ORDERS BY THE GOVERNMENT OF BOMBAY.

(Bombay Government Gazette, March 4.)

MILITARY DEPARTMENT.

Major John Alexander Matthew Macdonald, Staff Corps, having completed twenty-six years' service, to be Lieutenant Colonel from the 21st February 1869, subject to Her Majesty's approval.

Captain Charles Lamont Robertson Glasford, Staff Corps having completed twenty years' service, to be Major from the 20th February 1869, subject to Her Majesty's approval.

Lieutenant William Francis Frederick Waller, V. C., Staff Corps, having completed twelve years' service, to be Captain from the 20th February 1869, subject to Her Majesty's approval.

The following promotion is made, subject to Her Majesty's approval:—

Lieutenant Frederick FitzWilliam Comyn, General List, Infantry, to be Captain from the 14th November 1868, vice Barnes, Cadre 31st Regiment N. I., retired.

Assistant Commissary and Honorary Lieutenant C. Christian, Assistant Marine Storekeeper, is promoted to the grade of Deputy Commissary from the 17th Feb. 1869.

Surgeon J. G. Reed, M.D., Madras Establishment, 3rd Cavalry, Hyderabad Contingent, is allowed furlough to Europe for two years, on medical certificate, under the Furlough Regulations of 1868.

The undermentioned Officers are allowed furlough to Europe under Rule 9 of the Furlough Regulations of 1868:—

Lieutenant Colonel W. V. Shewell, Staff Corps, Deputy Quartermaster General of the Army, for two years, from the date of departure of the last steamer in May next.

Captain T. E. Strong, Staff Corps, Adjutant 19th Regiment N. I., for two years, from the date of departure of the second steamer in April next.

Major M. Boyd, Staff Corps, Wing Officer 11th Regiment N. I., for 20½ days from the date of departure of the second steamer in May next.

The undermentioned Officers are allowed furlough to Europe for two years, on medical certificate, under the Furlough Regulations of 1868, and under the provisions of Jameson's Code, 3rd Appendix, page 84, paras. 319 to 322:

Captain F. Hawkins, and Lieutenant T. Shepherd, Bengal Staff Corps.

of this section is being completed *à see*, and the remaining portion by dredges. A connecting channel from the fresh-water canal was excavated, by which the dredges were introduced on the latter section, and they are now at work in fresh water, although close to the Red Sea. The advantage of this is, that the machines are independent of the rise and fall of the tide; moreover, the water can be regulated, so as to float the dredges at the depth that insures their working to the greatest advantage. A certain amount of water finds its way into this cutting *à see*; indeed, this may be said of all such portions where the soil is being thus excavated. The infiltrations are kept under by the employment of ten-horse power rotatory pumps, which pump the water out of reservoirs and throw it beyond the embankments.

We have now arrived at the point where the canal enters the sea. Not more than four or five years ago Suez was an insignificant Egyptian village, containing 4,000 inhabitants, but exhibiting no signs of life, except when the steamers of the Peninsular and Oriental Company, and, subsequently, those of the Messageries Impériales, were embarking or disembarking their passengers and merchandise. The absence of water, and the dearness of provisions, both of which had to be brought from Cairo and the surrounding districts, rendered it as uninviting a spot as can well be imagined. The advent of the freshwater canal has brought about a marvellous change. The population has now increased to 25,000, and there is a degree of life and activity about the place clearly indicating the energy that is being displayed on all sides. The principal operations of the Company consist: firstly, in constructing a mole, 850 yards in length, at the mouth of the canal, to serve as a protection against southerly gales, and against the action of the tide at high-water; secondly, in dredging to the requisite depth the channel leading from the canal to the anchorage in the Roads of Suez; and, thirdly, the reclamation of land. The mole, which projects from the Asiatic shore, is now nearly completed. It has been constructed with a kind of calcareous rock, which is quarried on the western shore of the bay. After entering the sea, the embouchure of the canal gradually widens to about 300 yards, and the depth in this portion is to be 27 feet. No rock has been found to interfere with the dredging, and but little work remains to complete this important part of the canal. Regarding the third and last point, the dredgings from the channel in the Roads of Suez are employed for this purpose. Embankments, faced with the same kind of stone that has been used for constructing the mole, are first built. Alongside, are moored dredges *à long couloir*, and by means of these ducts the dredgings are lodged behind the retaining embankments. This process is continued till a considerable elevation above the sea-level is obtained. Much land has already been reclaimed and built over, and the area is daily being extended. At a future date this property, of about 50 acres, will become of great value to the Company, for the requirements of shipping on its way through the canal.

On the south-western side much has been also accomplished. One important work is the dry dock, which has been in use some years. This work was not carried out by the Maritime Canal Company. An arrangement was entered into between the Egyptain Government and the Messageries Impériales Company, by which the latter undertook to complete it for £240,000, with the following dimensions:—length, 415 feet, width 85 feet, and depth 29 feet, thus affording docking accommodation to the largest class of steamers. On the harbour side a double basin has been made, where there is a sufficient depth of water for vessels to lie alongside. Of the two piers already constructed, one is reserved by the Egyptian Government for their exclusive use; the other, on the northern side, is free to all, and they are directly connected by a railway, running along a jetty three-quarters of a mile in length, with the present terminal station in Suez. Passengers and merchandise will thus pass from the train into the steamer moored alongside the quay.

We have now taken a rapid survey of the works along the whole length of the maritime canal, and, at the same time, we have endeavoured to explain the various modes of operation by which the undertaking is rapidly progressing towards completion. Some of these have been employed from the outset, others have been subsequently adopted, according as the local experience gained by the engineers has from time to time suggested their introduction. Let us also avail ourselves of this eight or nine years' experience to see what light has been thrown on several points which some originally regarded as practically insurmountable obstacles to the successful realisation of this enterprise.

It was apprehended, in the first place, that the silting sands at Port Said and Suez would render it impossible for either port, but more especially the former, to be maintained in a condition at all times available for navigation. Secondly, that not only would the drifting sands of the desert obstruct the channel of the canal, but that the embankments, being formed, as was generally supposed, of nothing but sand along its entire length, would fall in as soon as excavated. Thirdly, that the levels of the two seas differed so materially as to render a navigable canal practically impossible. In answer to the first objection, it may be said that soundings taken at Port Said indicated a belt of sand along the shore for a distance of about 750 yards. Beyond this was found a compact muddy formation, not liable to displacement, and through which a channel could therefore be successfully dredged. It was concluded, and has since been proved to be correct, that if moles were carried out to a considerable distance beyond this belt of sand the approach to the harbour would be free from the danger of being closed by silt. Two years and a half ago, when the moles were far from complete, the large steamers of the Messageries Impériales, engaged in the coasting trade of Syria, frequented this port. At the present time, the portion of the shore contained in the angle formed by the western mole and the coast-line, is advancing on the sea at the annual rate of about 20 yards. This fact would tend to prove that the drift sands extend only as far as the shoal water; and that at a limited distance from the shore, where a depth of 15 feet is attained the quantity is inconsiderable. With [illegible] the results second objection, we have already experiments, and by which have been ascertained by the engineers of the Company careful observation of the nature of the [illegible] they are liable to be in danger of the drift-ing sands, the Company propose to irrigate and plant the embankments, as an additional means of arresting the drifts. The fresh-water canal has, for several years, been conveying merchandise, passengers, and, at times, the Company's pontoon gas machinery. The width of this canal is only one-tenth of that of the maritime canal, and the depth is from 6 to 7 feet, but as yet no drifts have obstructed its course. It will be seen from the longitudinal section (which also gives the geological formation through which the channel of the canal passes) that the maritime canal is only liable to the danger of drifting sands for about 22 miles of its course; the remaining 78 miles lie either through lakes, or through soil of a tenacious and consistent nature. Again, the fresh-water canal runs parallel to, and not far distant from, the western bank, for half its length. It is scarcely necessary to add that, wherever this Nile water becomes available, vegetation and cultivation will speedily follow; indeed, the banks of the fresh-water canal are already lined with a tangled fringe of reeds, tamarisk, with here and there young date trees; and wherever the water has infiltrated, green and swampy marshes are forming. In considering the third objection, it may be stated, that, taking the mean of the tides of the two seas, the actual difference in the levels is very insignificant, the Red Sea being only slightly higher.‡ Consequently, it is anticipated that the current will set towards the north, excepting during the prevalence of strong northerly winds, when it may be expected there will be little current either way. Regarding the loss of water by evaporation and percolation: the whole area of the maritime canal, including Lake Timsah and the Bitter Lakes, is estimated at about 465,000,000 square yards. The estimate of loss of water from these two causes is about 9,000,000 cubic yards a day; but the action of the tide at Suez has, since it began to introduce 15,080,000 cubic yards between high and low water, hence the Company's engineers have no apprehensions from this cause*.

(To be continued.)

‡ As the Red Sea has a tide of 6½ feet, whereas that of the Mediterranean is only 1½, the mean tidal level of the former is about 2½ feet above that of the latter. But as this is spread over a distance of 100 miles, it is, practically speaking, inappreciable.

THE PERFECTION OF PREPARED COCOA.

MARAVILLA COCOA.

Sole Proprietors—TAYLOR BROTHERS, London.

THE COCOA (OR CACAO) of MARAVILLA is the true THEOBROMA of LINNÆUS. Cocoa is indigenous to South America, of which Maravilla is a favoured portion. TAYLOR BROTHERS having secured the exclusive supply of the unrivalled Cocoa, have, by the skilful application of their scientific principle and elaborate machinery, produced what is so undeniably the perfection of prepared Cocoa, that it has not only secured the preference of homeopaths and cocoa-drinkers generally, but many who had hitherto not found any preparation to suit them, have, after one trial, adopted the Maravilla Cocoa as their constant beverage for breakfast, luncheon, &c.

"A SUCCESS UNPRECEDENTED."

See following Extract from the "Globe" of May 14, 1868.

"Various importers and manufacturers have attempted to attain a reputation for their prepared Cocoas, but we doubt whether any thorough success had been attained until Messrs. Taylor Brothers discovered the extraordinary qualities of "Maravilla" Cocoa. Adapting their perfect system of preparation to this kind of all species of Cocoa, they have produced an article which supersedes every other Cocoa in the market. Entire solubility, a delicate aroma, and a rare concentration of the purest elements of nutrition, distinguish the Maravilla Cocoa above all others. For Homeopaths and invalids we could not recommend a more agreeable or valuable beverage.

Sold in packets only by all Grocers, of whom also may be had Taylor Brothers' Original HOMŒOPATHIC COCOA and SOLUBLE CHOCOLATE.

Steam Mills—Brick Lane, London.

WHITMORE'S COMPOUND LINIMENT OF ARNICA.—A Specific for the cure of Rheumatism, Lumbago, Sciatica, Sprains, Contusions, Weakness of the Joints, Chilblains, &c. It is also an excellent remedy as a stimulating application to the surface of the Chest and Back in Bronchitis, Inflammation of the Lungs, Pulmonary Consumption and Hooping Cough. When the Liver is inactive, rubbed over it, its stimulating properties have a beneficial effect, and in all cases where counter-irritation is desirable, it will be found invaluable. In bottles, small, medium and large.

WILKINSON'S BRONCHO-THORACIC LOZENGES.

Prepared from the receipt of an eminent Physician, and experience has fully justified their recommendation as the most speedy remedy in Irritation of the Throat, Catarrhal Coughs, Bronchitis, Incipient Consumption, Spitting of Blood, &c., &c. To public speakers and vocalists they will be found invaluable, as they impart a clear and beautiful tone to the voice. Free from any preparation of Opium, and of an agreeable taste, they are applicable to all.

WILKINSON'S STOMACHIC DINNER PILLS.

No Pill is so efficacious in promoting Digestion, strengthening the Stomach, correcting Acidity, preventing or removing Headache, Giddiness, &c. arising from a Costive Habit, Debilitated Stomach, or Torpid Liver. In bottles, small, medium and large.

They require no change of diet, and those of the most delicate constitution may take them with safety.

Taken as an adjunct with Wilkinson's Sarsaparilla with the greatest success.

Prepared only by Thomas Wilkinson, 270, Regent Street, London.

BOMBAY:—

Wholesale and Retail Agents, Treacher & Co., Limited, Medical Hall, Byculla and Fort, Poona.

And of all principal Firms in India and the Colonies

BANKS.

NEW BANK OF BOMBAY (Limited).—

RATES.

DISCOUNT.

	Not exceeding 60 Days.	Exceeding 60 Days.
On Government Bills		7 per cent.
On Private Bills and Notes	10 per cent.	11 per cent.
On Loans on deposit of Government Paper, Bullion, or Railway Shares		7 per cent. 8 per cent.

INTEREST.

On Fixed Loans on deposit of Government Paper, Bullion, or Railway Shares	7 per cent.	8 per cent.
On ditto ditto Goods or shipping documents for Goods	10 do.	11 do.
On Cash Credits, on Security of Government Paper, Bullion, or Railway Shares, subject to a Commission of 1 per cent. on the amount of Credit	8 do.	9 do.

The Bank is prepared to arrange Credits to be negotiated through its Agencies in the Cotton Districts.

Bombay, 22rd February 1869.

COMPTOIR D'ESCOMPTE DE PARIS.—

(Incorporated by National Decrees of 7th and 8th March and by Imperial Decree of 25th July 1854.)

Recognised by the International Convention of 30th April 1862, and by Act No. VIII. of 1864, of the Legislative Council of India, and by amended Act of 1867.

Subscribed Capital	£3,200,000
Paid up Capital	3,200,000
Reserve Fund	800,000

HEAD OFFICE—Paris.

AGENCIES AT

London.	Saigon.
Lyons, Marseilles and Nantes (France).	Hongkong.
Bourbon (Reunion).	Shanghai.
Calcutta.	Yokohama.

LONDON BANKERS.

The Union Bank of London, and Messrs. C. J. Hambro and Son.

AGENTS IN SCOTLAND.—National Bank of Scotland.

" IN IRELAND.—The Munster Bank, Limited.

" " .—The Belfast Banking Company.

The Bank grants Drafts and Letters of Credit, and purchases and collects Bills, on the above places, and on all the principal Cities and Towns on the Continent of Europe.

CURRENT DEPOSITS.

These will be made up to the 30th June and 31st of December in each year, and if the balance shall not at any time during the half year have been below Rs. 1,000, interest at the rate of 2 per cent. per annum will be allowed on the minimum monthly balances. No interest will be allowed above one lac.

Deposits for fixed periods are received at interest, particulars of which may be obtained at the Bank as also any further information as to rules of business, may be had on application to the Manager.

All remittances to be endorsed "Pay Comptoir d'Escompte de Paris, or order."

E. J. HARDCASTLE,
Acting Manager.

9, Rampart Row, Bombay, 19th February 1868.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

EXCHANGE.

The Bank grants Drafts on London, Scotland, and Ireland, Circular Notes negotiable in Egypt, Syria, and the principal Towns of Europe, at the following current rates of Exchange:—

On London, at 6 ms' sight above	£50 2s. 0 1/8d.	per Rupee
" 4 do.	1s. 11 15/16d.	"
" 3 do.	1s. 11 13/16d.	"
" 2 do.	1s. 11¾d.	"
" 1 do.	1s. 11 11/16d.	"
On demand	1s. 11 8/8d.	"
On Scotland do.		
On Ireland do.		

Circular Notes for the use of Travellers on the Continent and to Europe Overland at 1 day's sight ... 1s. 11 9/16d. "

The Bank purchases Bills and grants Drafts payable in Calcutta, Madras, Coconada, Ceylon, Hongkong, Foochowfoo, Shanghai, Hankow, Singapore, Penang, Mauritius and Yokohama.

The Bank also draws on the Branches of the Bank of New South Wales.

INTEREST.

On Deposit accounts payable on demand interest will be credited half yearly, on 30th June and 31st December, at the rate of two per cent. per annum on the daily balance not exceeding one Lac Rupees.

ON FIXED DEPOSITS.

12 months	6 per cent.
6 do.	4 "
3 do.	3 "

COMMISSION.

The Bank takes charge of Government Securities, Shares in Banks and other Companies, without charge, and realizes interests and Dividends thereon on the following terms:—

If to be remitted in Bank's Drafts, without charge.

If to be paid in India, a Commission will be charged of a ¼ per cent.

On returning Government Paper or Share Certificates out of safe custody, or when sold on paying the proceeds of such sale in India, a commission will be charged of ¼ per cent. But if proceeds are remitted on the Bank's Drafts, without charge.

Commission charged on purchase and sale of Government Securities ¼ per cent.

All Letters should be addressed and Hoondies made payable to the Agent, Chartered Mercantile Bank.

Bombay, 18th February 1869.

FOR SALE.

FOR SALE, at the Office of this Paper, price Rs. 4, RULES relating to the WINDING-UP of JOINT STOCK COMPANIES, made by the High Court of Judicature at Bombay, pursuant to Section 189 of the Indian Companies' Act of 1866.

FOR SALE.—VOLS. I. AND II. OF THE ORIENTAL RACES AND TRIBES, Residents and Visitors of Bombay.—A Series of Photographs, with Letter-press Descriptions. By WILLIAM JOHNSON, Bo. Uncov. Civil Service.

Vol. I.—Gujerat, Kutch, and Kattiawar.

Vol. II.—Maharashtra, or Mahratta Country.

Price per Volume 5 Guineas—Rs. 52½.

Bombay, 6th Feb. 1869. CHESSON & WOODHALL.

STILL ON HAND, a few copies of "An Examination of the Principles of the System of Municipal Government in force in the City of Bombay; with a brief exposition of some of the Theoretical and Practical Defects; becoming a purport of a Memorandum, submitted to the Rona. by a Local Justice of the Peace."—PRIZESSON & WOODHALL.

Bombay, 21st October

MART BOREE BUNDER.—

Landing, fresh Fire Clay, Fire Brick, and Portland Cement.

Thomas Perry and Sons' Fire Proof Safes and Deed Boxes.

Lowmoor Iron Plates.

Leather Belting, Suction and Delivery Hose.

Patent Duplex Punches, to punch ¼ inch Plate Iron.

Cast Iron Spindles, 3 inches to 12 inches diameter.

Wrought Iron Piping.

Lead Piping and Sheet Lead.

Plate and Bar Iron.

Steel and Files.

Galvanised Corrugated Iron, Nos. 16, 18, 20 and 24 Gauge, daily expected and orders now being registered.

Estimates given for every description of Iron Work and Machinery.

W. NICOL & Co.

KINLOCH and ALLAN, Iron MERCHANTS.

Bar, Plate, Sheet and Hoop Iron.

Cast and Blister Steel.

Pig and Sheet Lead.

Lead and Wrought Iron Pipe.

Cast Iron Pipes.

Contractors' Tools.

Crab Winches.

Wrought Iron Hand Pumps.

Hardware.

To close an account the remaining portion of a shipment of Handsome Cast Iron Railings will be sold cheap.

Orders for all sorts of Iron Work promptly and quickly executed.

MAIN'S "PATENT" CONTINUOUS BAR FENCING.

This Fence is now universally admitted to be the best and most secure that can be adopted; and from its great durability, and the facility with which it can be erected or removed, is in the end the cheapest.

As compared with a Wire Fence its advantages are—

1st. Its Horizontal Bars being stronger and heavier than Wires, the "Continuous Bar Fencing" is not so easily injured; and what is of great importance, it is visible to animals, so that accidents to animals running against the Fence are, in general, prevented.

2nd. No stones are required, and therefore a "Continuous Bar Fence" can be erected more quickly, without breaking up the ground, and by ordinary labourers.

3rd. No "Stays" or other "Extras" for curves are required.

KINLOCH and ALLAN, having been appointed Sole Agents for Messrs. A. and J. Main & Co., are now prepared to give quotations for the above, as also for Wire Fencing, Wire Netting, Ornamental Gates, Railings, &c., &c.

Bombay, 8th February 1869.

FOR SALE, on Commission, at the Rooms of BOMANJEE DOSSABHOY, Commission Agent, next to the Fook and Tract Society, Esplanade:

The properties of Gentlemen.

A second-hand English-built well-varnished open Carriage with lamps, and pole by Laurie and Marner.

A nearly new four-seated miniature Brougham by Corden and Son.

A very light English-built small four-seated open Carriage by E. Davis.

The properties of Officers.

A second-hand English-built Park Phaeton with moveable driving box, and can be converted into a Brougham at pleasure.

A nearly new four-seated miniature Brougham with lamps and shaft.

Just Landed.

Two first class Clarence, by Laurie and Marner and Thorn.

The Properties of Gentlemen.

A very handsome nearly new English-built Mail Phaeton, with Lamps, Pole, and Shaft, by Laurie and Marner.

A second-hand Cab Buggy on C Springs, by James Henderson, Glasgow.

A first-rate English-built four-wheeled Dog-cart, with Lamps and Shaft, by Rogers and Co.

Just Landed.

A very handsome and small light park Phaeton, on C Spring, by Messrs. Nass Brothers, Longacre.

The Property of Gentlemen.

A nearly new Malvern Dog Cart, painted dark green, by McNaught and Smith.

Just Landed.

1 first-class high-wheeled Malvern Dog Cart, with folding heads, Collenge patent Axles, lacewood Shafts, painted dark blue, and lining to match, by Windover.

And also,

The Properties of Gentlemen.

A nearly new English-built Cab Buggy, with Lamps.

The Property of H. Birdwood, Esq., Registrar of the High Court, proceeded to England

A double-barrelled Gun, by B. Morrison.

The above Gun to be seen at the rooms of the undersigned.

A nearly new English-built four-seated Open Carriage, with Lamps and Pole, by H. Black & Co.

The Properties of Officer.

1 nearly new Malvern Dog Cart, with Lamps, by McNaught and Smith.

Also,

A nearly new four-seated Miniature Brougham, with surrounding double venetians and circular Glasses on front, Lamps and Shaft, by Thorn.

A second-hand English-built Mail Phaeton or Waggonnette with Lamps and Shaft.

The Property of a Gentleman.

A nearly new and very light Madras-built Office Shigram, with Lamps, Pole, and Shaft, by Tod & Co., Madras.

Just Unpacked

A fresh batch of Plated and Brass mounted Buggy, Dog-cart, and Gig Harnesses.

The Property of a Gentleman proceeded to Europe.

A nearly new first-class Box-shaped four-seated Open Carriage, painted dark green, lining to match, with enamel leather spare Top for Sun, Lamps and Pole, by Edwin Kesterton.

Just Landed.

2 very handsome Four-seated new Cab Phaeton, painted dark green, and dark blue lining to match, with Lamps, Pole, and Shaft, by Jones of Southampton.

Also, the Property of a Gentleman proceeded to England.

A nearly new light Pallbox Office Shigram with Lamps.

A nearly new Waggonnette.

Just Unpacked,

A few sets of best different coloured Kersey Horses' Clothing, Pads or Saddle Cloths for Single and Double Harnesses, W hip Sockets on Springs, Clips or Reinholders, some of them are with Rubber Springs, Bradley's Plate Powder in tin boxes, Co ch and Gig Harness Liquid, spare Round Reins for Single Harness, Horse Brushes, Sami Leathers, &c.

And also,

A fresh batch of Children's single and double-se ated Perambulators with highly furnished linings, folding-head

The Property of a Gent

2 very small self-driving Pony Phaeton

1 very handsome new English-built Cab

by Silk and Sons.

Several other new and second hand. Di

riages to be seen in the other Godown, abo

Rooms of the undersigned, on application.

BOMAN[illegible]

Auctioneer

Commission Rooms, Esplanade, Bombay,
2nd March, 1869.

WINES, SPIRITS, BEER, &c.

ARRIVAL IN THE HARBOUR OF THE "KHORASAN."

PAYNE AND Co.,

ELPHINSTONE CIRCLE,

BOMBAY,

Have the pleasure to announce the arrival of the "Khorasan," from London, with the following Wines for them:—

SHERRIES

SPARKLING MOSELLES

SPARKLING HOCKS

PORTS—OLD TOM

JAMAICA RUM—VERMOUTH

ORANGE BITTERS

BRANDIES

EAU DE VIE

HOLLANDS

GINGER WINE

EIGHT BRANDS OF CLARETS

STILL HOCKS

Detailed particulars below.

NOTICE TO MESSES AND MOFUSSIL RESIDENTS.

All Orders for Sherries now standing registered in our books, awaiting the arrival of the "Khorasan" will be despatched immediately on being landed. The following are the descriptions and prices. This being a large shipment we solicit further order for them.

SHERRIES.

The whole of our Sherries are imported by us direct from XERES

Credit.		Cash.
20 0	5 Red—A pale full flavoured Luncheon Wine	18 0
27 0	1 White—Pale, delicate and nutty Wine possessing great delicacy or flavour, and recommended as a good Dessert Wine	24 0
30 0	2 White—Old natural pale dry Wine extremely mellow and fine, and very dry, quite the Amontillado character	27 0
32 0	3 White— Ditto, ditto, also very dry	29 0
33 0	4 White—Vine de Pasto, a Wine well known at all the best Westend Clubs in London; 3 choice, old, delicate, pale and dry Wine	30 0
32 0	Amontillado, very pale delicate flavour, very dry and full of aroma. We offer it to the connoisseur who can appreciate the characteristics of a fine Amontillado; very old	30 0
35 0	Manzanilla, a pale, old, and elegant Wine, very choice. We offer it to those who can appreciate the extremely delicate flavour and dryness peculiar to this Wine	32 0

PORTS.

Imported direct from Oporto, where our Reserves are held; they are the produce of the Upper Douro District.

18 0	One Grapes, full bodied fruity Wine	16 0
24 0	Two Grapes, a superb full flavoured Wine, very mellow, a good After-Dinner Wine	21 0
30 0	Three Grapes, a fine Invalid Port, it possesses a most rumdy flavour with a fine bouquet and good body	27 0

Our Shipment ex "Prince Oscar" of Gold and Silver neck one and two Stars Champagne has all been disposed of.

Now Landing

EX "MERWANJEE FRAMJEE."

CHAMPAGNES.

Cordon Blue	Rs. 28 0
Creme de Bousy	34 0
Fleur de Sillery	40 0
Light Dry Sillery	35 0

Only a few days landed from the

"PRINCE OSCAR."

And will commence landing from the

"KHORASAN,"

On the 4th March the following:

SPARKLING MOSELLES,

The whole of our Hocks and Moselles are imported direct from our Agency at Coblentz, where we have a fine stock of first-class Wines.

Credit.		Cash.
34 0	Crown Brand, fine Sparkling, highly recommended	32 0
37 0	Ditto—brand, Payne & Co., Coblentz	34 0
42 0	Ditto Nonpareil, extra superior	39 0

SPARKLING HOCKS.

	Crown Brand, fine Sparkling, highly recommended	Rs. 36 0
45 0	Ehrenbreitstein, pale and elegant	40 0

It will be observed that our quotations for sparkling Wines are for good delivery from our Godowns.

WHITE WINES OF THE RHINE.

"STILL HOCKS"

Much used in England, and Imported extensively by our Calcutta House for many years.

Credit.			Cash.
20 0	Laubenheim, V[illegible]	1862	Rs. 18 0
23 0	Bodenthalm	ditto 1862	20 8
23 8	Gestrich	ditto 1862	22 0
25 0	Nierstein	ditto 1862	26 0
26 0	Scharzhalzberg	ditto 1862	23 0
24 0	Erbach	ditto 1863	21 0

Rudesheimer, Johannisberger, and Steinberger, also in stock, of select vintages. Rs. 28,34, and 36, respectively, cash.

CLARETS.

Our Clarets reach us direct from our Bordeaux house, where we have always a reserve of Two or Three Hundred Hogsheads of Good Vintage Wines.

Credit.		Cash.
13 0	Good Bordeaux	12 0
15 0	Payne's Medoc	13 0
15 0	Breakfast Claret	13 0
17 0	Saint Julien	15 0
20 0	Bataille	18 0
20 0	Beych ville	18 0
24 0	Chateau Lafite	22 0
22 0	Chateau La Rose	20 0
30 0	Chateau Latour	26 0
34 0	Chateau Margaux	28 0

N. B.—The 4 last in Pints.

KINLOCH and ALLAN, Iron MERCHANTS.

Bar, Plate, Sheet and Hoop Iron.

Cast and Blister Steel.

Pig and Sheet Lead.

Lead and Wrought Iron Pipe.

Cast Iron Pipes.

Contractors' Tools.

Crab Winches.

Wrought Iron Hand Pumps.

Hardware.

To close an account the remaining portion of a shipment of Handsome Cast Iron Railings will be sold cheap.

Orders for all sorts of Iron Work promptly and quickly executed.

MAIN'S "PATENT" CONTINUOUS BAR FENCING.

This Fence is now universally admitted to be the best and most secure that can be adopted; and from its great durability, and the facility with which it can be erected or removed, is in the end the cheapest.

As compared with a Wire Fence its advantages are—

1st. Its Horizontal Bars being stronger and heavier than Wires, the "Continuous Bar Fencing" is not so easily injured; and what is of great importance, it is visible to animals, so that accidents to animals running against the Fence are, in general, prevented.

2nd. No stones are required, and therefore a "Continuous Bar Fence" can be erected more quickly, without breaking up the ground, and by ordinary labourers.

3rd. No "Stays" or other "Extras" for curves are required.

KINLOCH and ALLAN, having been appointed Sole Agents for Messrs. A. and J. Main & Co., are now prepared to give quotations for the above, as also for Wire Fencing, Wire Netting, Ornamental Gates, Railings, &c., &c.

Bombay, 8th February 1869.

FOR SALE, on Commission, at the Rooms of BOMANJEE DOSSABHOY, Commission Agent, next to the Fook and Tract Society, Esplanade:

The properties of Gentlemen.

A second-hand English-built well-varnished open Carriage with lamps, and pole by Laurie and Marner.

A nearly new four-seated miniature Brougham by Corden and Son.

A very light English-built small four-seated open Carriage by E. Davis.

The properties of Officers.

A second-hand English-built Park Phaeton with moveable driving box, and can be converted into a Brougham at pleasure.

A nearly new four-seated miniature Brougham with lamps and shaft.

Just Landed.

Two first class Clarence, by Laurie and Marner and Thorn.

The Properties of Gentlemen.

A very handsome nearly new English-built Mail Phaeton, with Lamps, Pole, and Shaft, by Laurie and Marner.

A second-hand Cab Buggy on C Springs, by James Henderson, Glasgow.

A first-rate English-built four-wheeled Dog-cart, with Lamps and Shaft, by Rogers and Co.

Just Landed.

A very handsome and small light park Phaeton, on C Spring, by Messrs. Nass Brothers, Longacre.

The Property of Gentlemen.

A nearly new Malvern Dog Cart, painted dark green, by McNaught and Smith.

Just Landed.

1 first-class high-wheeled Malvern Dog Cart, with folding heads, Collenge patent Axles, lacewood Shafts, painted dark blue, and lining to match, by Windover.

And also,

The Properties of Gentlemen.

A nearly new English-built Cab Buggy, with Lamps.

The Property of H. Birdwood, Esq., Registrar of the High Court, proceeded to England

A double-barrelled Gun, by B. Morrison.

The above Gun to be seen at the rooms of the undersigned.

A nearly new English-built four-seated Open Carriage, with Lamps and Pole, by H. Black & Co.

The Properties of Officer.

1 nearly new Malvern Dog Cart, with Lamps, by McNaught and Smith.

Also,

A nearly new four-seated Miniature Brougham, with surrounding double venetians and circular Glasses on front, Lamps and Shaft, by Thorn.

A second-hand English-built Mail Phaeton or Waggonnette with Lamps and Shaft.

The Property of a Gentleman.

A nearly new and very light Madras-built Office Shigram, with Lamps, Pole, and Shaft, by Tod & Co., Madras.

A fresh batch of Plated and Brass mounted Buggy, Dog-cart, and Gig Harnesses.

The Property of a Gentleman proceeded to Europe.

A nearly new first-class Box-shaped four-seated Open Carriage, painted dark green, lining to match, with enamel leather spare Top for Sun, Lamps and Pole, by Edwin Kesterton.

Just Landed.

2 very handsome Four-seated new Cab Phaeton, painted dark green, and dark blue lining to match, with Lamps, Pole, and Shaft, by Jones of Southampton.

Also, the Property of a Gentleman proceeded to England.

A nearly new light Pallbox Office Shigram with Lamps.

A nearly new Waggonnette.

Just Unpacked,

A few sets of best different coloured Kersey Horses' Clothings, Pads or Saddle Cloths for Single and Double Harnesses, Whip Sockets on Springs, Clips or Reinholders, some of them are with Rubber Springs, Bradley's Plate Powder in tin boxes, Coach and Gig Harness Liquid, spare Round Reins for Single Harness, Horse Brushes, Sami Leathers, &c.

And also,

A fresh batch of Children's single and double-seated Perambulators with highly furnished linings, folding-heads

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Auctioneer

Commission Rooms, Esplanade, Bombay,
2nd March, 1869.

WINES, SPIRITS, BEER, &c.

PAYNE AND Co.

(BOMBAY BRANCH.)

WINES IN WOOD.

Other Wines and Spirits at home quotations.—See separate circular.

TERMS TO MESSES.—6 months from date of Bill of Lading, or 5 per cent. discount on cash deposit.

London address, 16 George St., Mansion House.

ELPHINSTONE CIRCLE.

Opposite the Custom House.

BOMBAY.

Places of Business and Agencies.

CALCUTTA	Belatee Bungalow.
LONDON	George Street, Mansion House.
PARIS	Rue de Bondc.
WINE DISTRICTS	Coblentz. Moselle. Frankfort O. M. Eperney. Rheims. Bordeaux. Cognac.
CHINA	Hongkong. Shanghai.
MANILLA	Strada Philipinas.

GUARANTEE.—We wish it to be distinctly understood that in all instances we guarantee the quality and purity of our Wines and Spirits, and that we engage to take back or exchange any that may not be approved.

QUOTATIONS.—Our quotations for Sparkling Wines are for good delivery from our Godowns, our calculations being based to guarantee the full complement of sound bottles in each case; the risk of breakage and ullage is thereby avoided by the consumer.

DELIVERIES.—Our deliveries will be in quantities of not less than 1 doz., excepting Liquors, which can be had in any quantity, sample bottles may be had and to the purchasers of 6 dozens and upwards there will be no charge made for the same.

OUR LONDON & BORDEAUX HOUSES.—Those of our friends desiring to indent direct on our London and Bordeaux houses can be supplied at home quotations.

CASH DEPARTMENT.—We would direct special attention to our cash quotations which we have found so successful in Calcutta, whereby our friends derive all the advantages of a cash transaction, by obtaining their Wines at the very lowest remunerative prices. All orders to the Cash Department should be accompanied by a Remittance, in the absence of which they will be transferred to the Credit Department for execution at credit rates.

ADULTERATIONS.—We take the liberty of mentioning that there is a vast quantity of adulterated Wines shipped to this country which are offered at somewhat lower prices than those at which we can afford to sell pure ones; still we are assured that good wines will stand their ground when fairly tested. Those parties, however, who vend "made up" wines act very injurious to the fair trader, and bring discredit on the merchant generally.

CUTLER, PALMER & Co.

[ESTABLISHED IN BOMBAY IN 1842.]

DEAN LANE, BOMBAY.

IMPORTERS AND EXPORTERS OF WINES, SPIRITS, AND LIQUORS.

Established in Bordeaux and London in 1815 and in India in 1842.

LONDON HOUSES	Wholesale and for Export only—Tower Bonded Vaults, Retail—Charing Cross Railway Arches.
BORDEAUX HOUSE	Wholesale and for Export—Place du Champ de Mars.

REPRESENTATIVES

In China, Calcutta, Madras, Colombo, Kurrachee, New York, New Zealand, Manilla, New Orleans.

We respectfully solicit the commands of MESSES, GENERAL MERCHANTS, and EUROPEAN RESIDENTS of WESTERN INDIA, to whom from the extensive nature of our business, we can offer better terms than any other House in Bombay. Being importers on the London and Bordeaux Markets and having direct contracts with growers of Champagnes, Sherries, German Wines and Ports, who make up our Wines under our own supervision; we are in the best possible position to offer liberal terms to every class of consumers, whose tastes we have; from our experience of upwards of 50 years exclusive trading in Wines, Spirits, been enabled to arrive at with certainty.

We subjoin our LIST OF SELECTED WINES for this market, and beg to intimate:—

1st. That we cannot execute orders for less than 1 dozen quarts, or 2 dozen pints of either one or three, as per exception: these in not less quantities than ½ dozen parts or quarts.

2nd. That our Wines and Spirits are procurable from every respectable General Shopkeeper in Bombay and at Out-stations; they, however, fix their own selling prices for them.

3rd. That our quotations are for delivery from our Godowns, and that we do not take the risk of subsequent breakage. Nor can we undertake to deliver Wines, &c. in Bombay.

4th. That our quotations for all Sparkling Wines do not provide for examination or rejection of Cases, or for the rejection of alleged or broken bottles likely to be found in such cases, on arrival, after a long sea voyage. We guarantee each Case to contain its full complement of sound Bottles at time of shipment, but at our prices cannot provide for atmospheric or climatic influences; if our constituents wish us to take this risk, which affects sparkling wine more than any other, we can only do so by adding Rs. 4 per dozen quarts, and Rs. 2½ per dozen pints to our quotations.

CLARETS.

Our own Brand

	Qts.	Pts.
A 1—Chateau Latour or Mouton.		per doz.
Gold Capsule, Labelled & Branded	Rs. 30	Rs. 16
No. 1—Rauzan, Black capsule,	25	14
" 2—Chateau Lascombe, do	22	13
Chateau Palmer, Blue capsule,	22	—
" 3—La rose, Yellow capsule, do	18-8,	10-8
" 4—Leoville, Green capsule, do	17	10
" 5—Medoc, Red capsule do	15-8	9
" 6—Medoc, White capsule, do	13-8	—
Sauterne, Red capsule, do	22	—

Very choice BURGUNDIES—Red and White.

Chambertin, Labelled and Branded	Rs.	32
Nuits, ditto	"	26
Macon, ditto	"	21
Chablis, ditto	"	20

The finest DRY CHAMPAGNES that can be shipped.

(Our own Brand.)

Magnums Finest Dry	Rs.	74
Finest Dry Sparkling, Gold Seal, Labelled & Branded	"	36 Rs. 19-8
Fine Sparkling Silver Foil ditto	"	32 " 17-8
	"	27 " 14-8

GERMAN WINES.

(Our own Brand.)

Nonpareil Sparkling Hock or Moselle, Gold foil, Labelled and Branded	Rs.	36 to 19-8
Sparkling Hock or Muscatel Moselle Silver foil